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A DESIGN FOR FRUITVALE STREETS

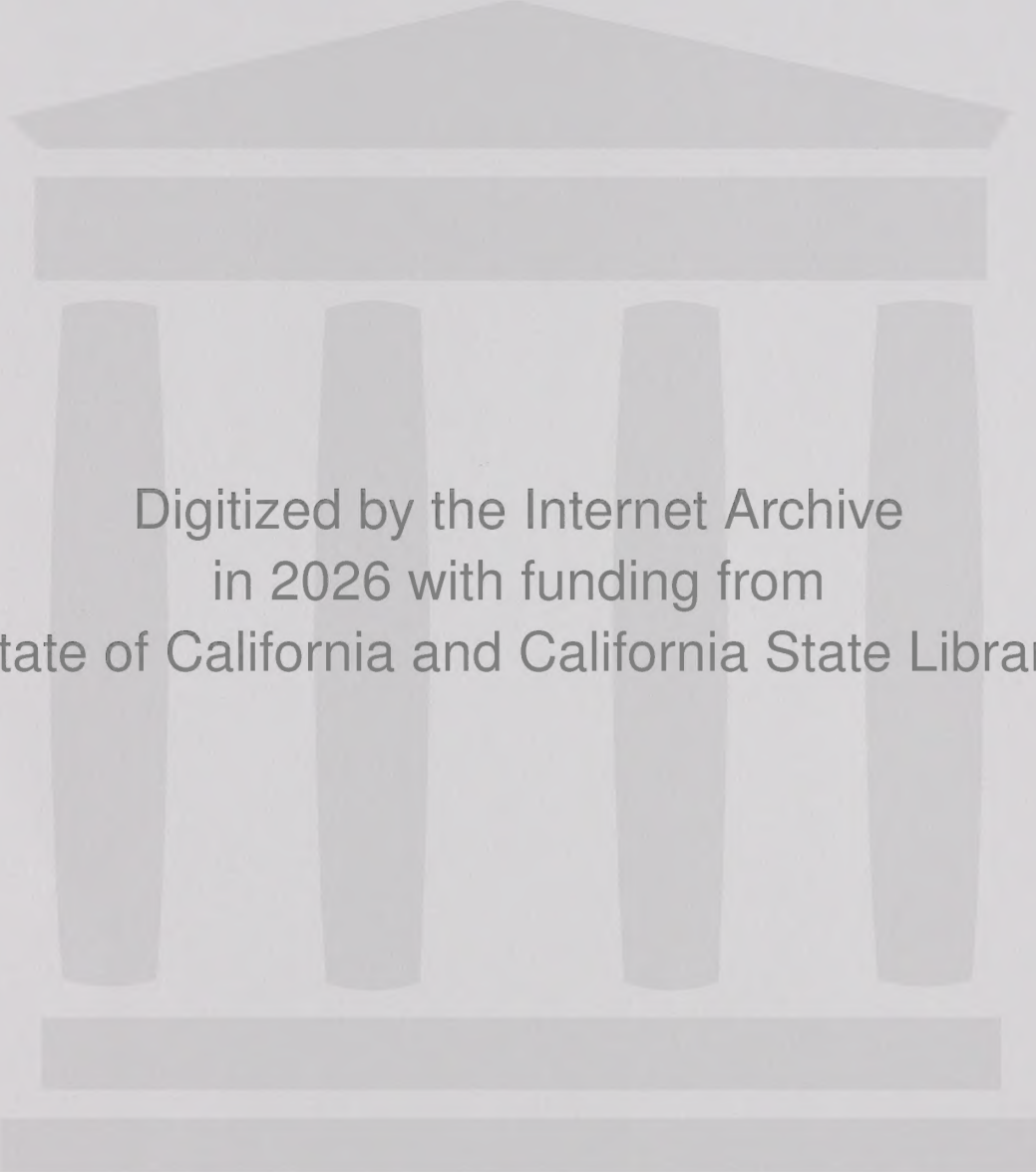
Transforming International Boulevard,
Fruitvale Avenue,
and 33rd Avenue to 39th Avenue
in Oakland, California

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PROPOSED INTERNATIONAL BOULEVARD DESIGN



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A DESIGN FOR FRUITVALE STREETS

**Transforming International Boulevard,
Fruitvale Avenue
and 33rd Avenue to 39th Avenue
in Oakland, California**

Prepared by

JACOBS AND MACDONALD: CITY WORKS

April, 2000

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EXECUTIVE SUMMARY

The report and schematic designs that follow address the redesign of streets in the commercial core of the Fruitvale neighborhood of Oakland, California. More specifically, the focus is on a reconfiguration of International Boulevard from the Fruitvale Avenue intersection eastward to 39th Avenue, on Fruitvale Avenue from International Boulevard to East 12th Street, and upon the streets leading from the new Transit Village at the Fruitvale BART station to International Boulevard.

The report and design were prepared for the Spanish Speaking Unity Council under a grant from the Metropolitan Transportation Commission in support of that agency's transportation for Livable Communities Program.

The schematic designs are directed toward achieving multiple objectives, including:

- a functional-visual link between BART, the Fruitvale Transit Village, and the Fruitvale shopping district; pedestrian safety and comfort;
- traffic calming on International Boulevard and Fruitvale Avenue, distinctive urban streets that will meet and balance the needs of residents and shoppers, visitors, transit users, and short- and medium-distance drivers and cyclists;
- continued use of International Boulevard as a major public transit route;

- a distinctive design identity; an inviting connection along Fruitvale Avenue for cyclists and pedestrians to Oakland Estuary connections; visual identification of Fruitvale at key entryways;
- a pleasant shopping environment; and adaptability to change.

The plan has involved the community, as individual residents and shop owners, and as groups. There have been two community workshops and a widely circulated visual preference survey that involved over 400 questionnaires. At a workshop on November 10, 1999 there was widespread support for the proposal.

A technical advisory committee that included directors of all city departments as well as from AC Transit followed and helped direct the designs and have “signed off” on the schematic design. A traffic analysis that anticipated a “worst case” scenario of International Boulevard was carried out as a part of the design process. It concluded that the proposed design could handle anticipated vehicular traffic.

The schematic design calls for a significant reconfiguration of International Boulevard from immediately west of Fruitvale Avenue to 39th Avenue. The design includes:

- A central transit median, 12 feet wide, planted with closely spaced trees, pedestrian lights, benches, and information kiosks. The median is designed to accommodate sitting, walking, and vending by street merchants. Assuming light rail on the street in the future, the medians will be the loading and unloading platforms;
- Two traffic lanes on each side of the median, 23 feet wide, for buses, autos and cyclists;
- A parking lane next to each sidewalk that gives way to a widened sidewalk (a “bulb-out”) at each intersection to make street crossing shorter and safer;

- Newly paved sidewalks at the existing width of 14 feet, with closely spaced trees, additional pedestrian lighting, benches, and transit waiting booths.

Other streets in the project are will be reconfigured and improved as well:

- Thirty-fourth Avenue will be transformed into a community plaza and gateway corridor between International Boulevard and the Transit Village. New paving, trees, lighting, benches and a podium to serve as a focal point for community activities will be installed. Vehicles, pedestrians, and cyclists can all use the same space, in some ways similar to the single paving surface at Jack London Square.
- A new gateway, at 34th Avenue and International Boulevard is included.
- The schematic design for Fruitvale Avenue calls for significant improvements, especially along the west side of the street, creating pedestrian and bicycle promenades leading to the Alameda estuary. Added trees and “bulb-outs” are called for along each sidewalk. Three rather than four vehicle moving lanes are a part of this proposal, allowing the center lane to be for left turns at intersections.
- The minor streets from 12th Street to International Boulevard – 33rd through 39th – need serious attention. The schematic design calls for new sidewalks, street paving, lights, and Jacaranda trees.

The cost of proposed improvements to individual street segments breaks down as follows:

- International Boulevard (from west of Fruitvale Avenue to 37th Street):
\$ 7,448,842
- Fruitvale Avenue (from International Boulevard to East 12th Street):
\$ 1,194,760

- 34th Avenue Plaza:
\$ 865,583
- 33rd, 35th, 36th, 37th, and 39th Avenues
\$ 2,327,128

Costs are presented in ways that permit different combinations of work, anticipating the unlikelihood of doing all the work as a single project.

Strategies for implementation include both big and small, incremental improvements under strong, persistent leadership.

INTRODUCTION

Slowly, after many years of physical and economic decline and stagnancy, and after enormous, continuing local effort, the Fruitvale commercial core, centering on International Boulevard and Fruitvale Avenue, is focused toward revitalization. This project design is directed toward a marked acceleration of that improvement, focused on the public realm of the commercial center: THE STREETS. More specifically, it is about transforming a major section of International Boulevard, from Fruitvale Avenue to 39th Avenue, into a truly fine locally oriented street, showing at the same time a vision of this major roadway westward toward Downtown Oakland, and eastward, all the way to San Leandro. The design proposes, as well, conversion of 34th Avenue (between East 12th Street and International Boulevard) into a pedestrian-vehicular plaza. The design calls for major improvements to Fruitvale Avenue, and it shows how local streets can be transformed into pleasant community assets.

This study, design and report stems from a series of earlier work directed to International Boulevard's history and status, and, very importantly, from the successful planning, design, and new development for the Fruitvale Transit Village that will take the place of the old Bay Area Rapid Transit (BART) parking lot at the Fruitvale station. The Transit Village makes apparent the opportunity (even the necessity) to connect BART to the International Boulevard commercial spine of the neighborhood, to the advantage of both. Since 1996, the Unity Council has led a façade improvement program on International Boulevard that has improved more than 100 building fronts. This project, when realized, will tie together the new and the old.

Understanding the opportunity, the Spanish Speaking Unity Council (S.S.U.C.), during the summer of 1999, directed design studies to be undertaken that would look at the subject streets in terms of the most ideal design for them, taking into account the long range possibilities and options for the whole of International Boulevard, and recognizing that funds to carry out an “ideal” design might not be easily available. They wanted a vision toward which any improvements, large or small, would fit. Essentially that was the charge to the designers. It was to include an understanding of community preferences and values.

The work that followed, and which is reported in the pages that follow, has involved community meetings sponsored by the Unity Council, a major community preference survey, and a Technical Advisory Committee made up of involved City of Oakland and East Bay professionals. These are reported on in the pages ahead, as are a background review of the study area, a description of existing conditions, a statement of goals and objectives that derived from the community process, a description of the design itself, along with appropriate plans and drawings, an estimate of the costs of the proposals and the expected impacts of the design.

Essentially, this design and the report that follows asks and answers a rather straightforward question:

What would be the most appropriate design for the streets of the Fruitvale area, the public realm, so that they will be as finely built as any in Oakland or the Bay Area?

BACKGROUND

International Boulevard, most recently East 14th Street (1873) and before that de Anza Trail and Adams Street, has a history intimately entwined with the development of Oakland and the East Bay. It was, and to a considerable extent remains, a relatively flat, lineal water level spine, from San Francisco Bay on the west to San Leandro and well beyond on the east, tying together many east bayfront communities. Over the years, urban development in the East Bay has been oriented along this corridor.

By the early 1940s, East 14th Street was a major commercial street, with streetcars that led to downtown Oakland. The street itself was lined with stores, businesses, industries, institutions, and homes. The Fruitvale Avenue intersection was the heart of the neighborhood. Over the years, starting mostly after World War II, East 14th Street and the urban corridor of which it is the lineal center, underwent many changes. Increasingly, drivers and their vehicles were catered to via street widenings and a transfer from streetcars to presumably more maneuverable buses. The street became more a passageway than a destination. By the 1960s, the Nimitz Freeway was built, parallel to East 14th. It took traffic off East 14th, as expected, but by then the streetcars had been removed and the street widened for vehicles. East 14th Street and the Fruitvale business district, like so many other older neighborhood centers impacted by new suburban shopping areas and new freeways, suffered. BART followed the freeway, in the 1970s, and the Fruitvale stop was primarily a park-and-ride facility, drawing commuters from suburban communities in the hills and Alameda. To this end, a large parking lot was built and East 12th Street was relocated to embrace the parking within orbit of the station.

Fruitvale Avenue became both a freeway entrance and exit, and a major auto link to and from the BART station. Like East 14th Street, it became more of a vehicular passageway than a local serving street. With BART's arrival, local residential streets became less cared for. They became short conduits between a declining East 14th Street and the BART parking lot.

In short, the Fruitvale area, between East 14th Street and BART was in a slow, steady decline from at least the end of World War II until the early 1990s. There were efforts, during this period, to upgrade the physical attractiveness of the street, most notably a series of benches, half walls, paving improvements, and bus shelters. Helpful as they may have been, they did not stop the economic decline of the area.

In recent years, particularly since 1995, there has been a slow but steady improvement to the Fruitvale segment of East 14th Street, now renamed International Boulevard (the name itself a gesture toward upgrading the image of the street). Many store windows are clean and building facades have been improved. The street is noticeably cleaner. Historic streetlights have replaced less attractive ones and banners have been installed that call attention to the area's history and people. A public pocket park, Fruitvale Plaza, has been recreated at the intersection of 35th Avenue and International Boulevard. In considerable measure, the improvements coincide with the emergence of the Unity Council as a major actor in the Fruitvale community. In addition to the considerable health, social and educational services provided, advocated and coordinated by the Unity Council, it has been intimately involved in economic development programs that impact the whole business community, not the least of which is the business community along International Boulevard. Most recently, the Unity Council is the sponsor of the Fruitvale Transit Village, which will see the replacement of the BART parking lot with a garage, a community center, new stores, a plaza, offices and housing. The Transit Village, literally a stone's throw from International Boulevard, will both help and be helped by an improved International Boulevard and connecting streets, the subject of this community development urban design project.

THE EXISTING SITUATION

This project, as has been noted earlier, addresses the design of International Boulevard, from Fruitvale Avenue to 39th Avenue, Fruitvale Avenue from East 12th Street to International Boulevard, and the small local streets of 33rd through 39th Avenues, between East 12th Street to International Boulevard.

Within the project area, International Boulevard has a 100-foot right-of-way with two 14-foot sidewalks and 72 feet of vehicular surface that accommodates two wide traffic lanes in each direction, a turning lane, and two parking lanes. This is the commercial spine of the Fruitvale neighborhood, from west of Fruitvale Avenue to about 40th Avenue. Beyond the project area, within Oakland, International Boulevard connects with neighborhoods to the east, all the way to San Leandro, and to the west, where it is a major street in downtown Oakland, and continues to West Oakland and the Bay.

Fruitvale Avenue has an 80-foot right-of-way, with walks and roadway areas that change along its length. Though it provides access to Alameda and the Bay estuary to the south, it is most significant as an entry access from Interstate 880, the Nimitz Freeway, to San Leandro Boulevard, the BART station, East 12th Street, the center of the Fruitvale neighborhood at International Boulevard, then to Foothill Boulevard, before its slow rise to residential areas to the north. The minor avenues – 33rd to 39th – are mostly 60 feet wide, with 44-foot roadways. One, 36th Avenue, has a 50 foot right-of-way. For the most part, these are very short connector streets

between East 12th Street and International Boulevard. One, 37th Avenue, has a newly completed residential complex for seniors located on it.

International Boulevard is the commercial spine of the neighborhood, but its current nature resembles a traffic wasteland. The street is extremely wide and hard to cross. The central roadway was newly repaved and restriped in 1997. Existing trees along the street are widely spaced, of uneven and usually poor growth, and have a moth-eaten appearance. Sidewalks are generally old, of many different materials, seem covered with grime (a significant part of which is chewing gum), and are largely shoddy in appearance. An earlier effort was made to enhance the street via benches, half walls, alcoves, and bus waiting areas, made of concrete, at various locations along the street, mostly at corners. Newspaper vending machines have an unkempt, scattered nature to them. Sidewalk sandwich signs, attractive to some, bothersome to others, are unevenly displayed. A bright spot is the newly refurbished mini-plaza at 35th Avenue, with its very attractive, locally designed ceramic bench, and its information kiosk. Newly installed historic street lights with attractive banners make a noticeable, very positive difference along the street, as do storefront improvements, recently painted buildings, clean windows, and tasteful merchandise displays, all part of a private-public improvement program spearheaded by the Unity Council.

The Nimitz Freeway was meant to take fast-moving, moderate- to long-distance vehicular traffic off of International Boulevard. And, it did! Current and expected traffic volumes do not justify the width of the central roadway. At peak hours, approximately 1,000 to 1,100 vehicles are using the street in one direction, this in the vicinity of 37th Avenue. Volumes on International Boulevard at Fruitvale Avenue are somewhat less. A traffic analysis was prepared as part of the design process with the assumption of a “worst case” scenario, worst case in terms of numbers of left turns, trucks, busses and parking interference. The study concluded that vehicular traffic could be handled with one less lane in each direction throughout the Fruitvale neighborhood.¹ (See Appendix A for detailed

¹ The traffic analysis was prepared by Professor Alex Skabardonis of the University of California at Berkeley, in consultation with the City of Oakland’s Department of Public Works.

traffic data, for both the existing situation and proposed changes - these will be further summarized in the section on project design).

International Boulevard is a major bus route. The Alameda-Contra Costa Transit (AC) buses that use the street are well patronized, to the point where there is both local and express bus service on the street.

Approximately 22,500 riders per day use the local and express bus services (lines 82 and 82L).² An impact of this is that there is a need, at times, for express buses to pass local buses that may be at stops along the way.

Bicycles use International Boulevard though we do not know in what volume. It is a designated bicycle route in Oakland.

Fruitvale Avenue, as noted earlier, is a major entryway and vehicular passage to and from the community from the Nimitz Freeway. Little or no gesture is made to uses along the street, though there are five buildings on the eastern side of the street north of East 12th Street, and three on the western side, north of East 13th Street, that address the street well, have historic value, and represent a building block for the future that connects nicely to the past.

Traffic on the local north-south streets is generally not of serious consequence in the sense that the streets can handle the traffic with relative ease, but they are not so wide as to suggest narrowing them. The shortest of these streets, 34th Avenue, represents the most obvious, direct connection to the new Transit Village to the south and must therefore be considered as a major gateway-connection between International Boulevard, the Transit Village, and BART.

² Source: Alameda-Contra Costa Transit, February 2000.

A COMMUNITY PROCESS

The design for International Boulevard, Fruitvale Avenue, and the minor streets has emerged as a result of a considered community planning process.

First, there has been an extensive period of studies, plans and proposals, mostly directed to International Boulevard, that preceded this current effort.³ Additionally, at the instigation of Unity Council, a planning studio class at the University of California, Berkeley undertook to prepare a study and to present alternative plans for the Fruitvale neighborhood in Spring 1999.

The present community planning process started with an extensive user visual preference survey initiated and administered by Unity Council.⁴ Over 400 questionnaires were circulated and administered at a variety of meetings and on International Boulevard. Over half of the surveys were administered in Spanish. The intent of the survey was to elicit resident and group concerns and preferences about the streets, primarily International Boulevard, and about physical qualities deemed to be important to the people, to be used as a basis for design. Traffic, information booths, lighting, benches, trees, sandwich boards advertising,

³ The studies include: "Fruitvale Neighborhood Commercial Revitalization Project," Inouye/Dillingham, 1980; "Coliseum Land Use Suitability Study," Brady and Associates, 1993; "Fruitvale Merchants Association: Survey, Analysis," Zorlea Popovic, 1993; "East 14th Street Urban Design Study," Brady and Associates, 1995; "Fruitvale Commercial District Urban Design Study," Brady and Associates, 1995; "Fruitvale Commercial District Façade and Street Improvements," Irving Antonio Gonzales, 1996; "The Future of Fruitvale," St. Mary's College, 1998; "Neighborhood Commercial Façade Improvement Manual," City of Oakland, 1998.

⁴ The survey was carried out during the fall of 1999.

maintenance, and parking were among the subjects either raised in the survey or raised by people as part of the survey. At special events, such as a community celebration of October 30, 1999, information kiosks were set up to seek public comment and ideas. Special interest groups, such as merchants, transit riders, resident associations, Head Start parents, and the elderly were consulted and surveyed at their normal meetings. (See Appendix B1 for the Visual Preference Survey Document and Appendix B2 for the results of this Visual Preference Survey, as well as for comments from the community).

Two community workshops open to the public were held. The first concentrated on informing participants of findings of the user survey to that time, gaining additional public opinions, and presenting and discussing, through examples, the physical nature of what are deemed to be the best streets. A second community meeting presented a range of five alternative designs. Discussions were to the end of identifying the two alternative designs deemed to be the best, and then narrowing these down to a favorite, the one recommended here.

Early on, a Technical Advisory Committee was established. It includes membership from all involved city departments, as well as from AC Transit and from the Metropolitan Transit Commission. Six meetings of this group were held, the purpose of which were to hear and consider alternative design approaches, to narrow options, to raise and resolve technical questions, and to arrive at consensus. The Technical Advisory Committee recommendations concur with those of the citizen outreach program.

GOALS AND OBJECTIVES

The overall goal of the project is to prepare a schematic level streetscape design that will give the community, governmental, and funding agencies a clear and agreed upon picture of a design for International Boulevard, Fruitvale Avenue, and the minor avenues within the project boundaries which can be used as the basis, without major change, for long term, final design and construction drawings.

The design is directed to achieve the following objectives:

- To link the Fruitvale Transit Village to the Fruitvale shopping district, as well as to capitalize on its anticipated success, especially to the benefit of the International Boulevard – Fruitvale Avenue commercial district;
- Vehicular traffic should be at a moderate, deliberate pace that recognizes the prime importance of both pedestrian and vehicular safety;
- To create pleasant, distinctive urban streets that will meet and balance the needs of a variety of users:
 - Residents and shoppers of the Fruitvale area;
 - Visitors who recognize Fruitvale as a unique commercial area;
 - Transit users and people who pass through Fruitvale on their ways to other destinations.

- The design should seek to give Fruitvale a distinctive identity while retaining the current Hispanic flavor;
- The design should anticipate the use of International Boulevard as a major public transit route, particularly for short distance patrons and for travelers who do not use BART. The design should be adaptable to future change associated with transit without undo removal of early improvements;
- The design should accommodate a variety of movement types: pedestrian, public transit, bicycles, local vehicle traffic (which need not move fast), and community vehicular traffic (traffic that moves through Fruitvale, but not for long distances, and which may expect to move at a modest pace);
- The design should not seek to accommodate regional or sub-regional traffic that moves at a fast pace;
- The design should be directed to achieving a distinct pedestrian orientation;
- Vehicular traffic should be slow or moderate in speed. Street crossing by pedestrians should be easy and safe;
- The design should encourage sidewalk retailing, including eating;
- Major community entrance points, particularly at or near the Fruitvale Avenue – International Boulevard intersection or near the Fruitvale Transit Village, should be appropriately marked. In short, people should know they are in the Fruitvale commercial area;
- “Minor” streets – 33rd, 34th, 35th, 36th, and 37th – should emphasize the connection between the Transit Village and International Boulevard;
- Fruitvale Avenue should emphasize and accommodate a connection to the water to the west, especially for cyclists and pedestrians. Fruitvale Avenue should be more than just an access route to the freeway;

- The design should incorporate flexible space for street vending, markets, and/or community events. Where possible, the design should provide opportunities for small-scale economic development activity in the forms of kiosks, stands, and vending stations;
- The design should provide space for active and passive city activities, such as: sitting, people-watching, shopping, café seating, and other passive recreational activities.

THE DESIGN

The user survey, community meetings, and the design objectives were used to create five design alternatives for International Boulevard and two design alternatives each for Fruitvale Avenue and the side streets: 1) Central Median Plan; 2) Boulevard Plan; 3) Transit Corridor Plan; 4) Transit Median Plan; and 5) Side Transit Plan. Once the design alternatives were completed, further meetings and presentations resulted in a strong preference for the Transit Median Plan, a decision that was affirmed by the Technical Advisory Committee.

International Boulevard: The Transit Median Plan starts with a significant reconfiguration of International Boulevard from immediately west of Fruitvale Avenue to 39th Avenue. While the design concentrates on the Fruitvale neighborhood, it has been developed in a way that can be integrated with and is adaptable to possible future design changes to the whole of International Boulevard.

As the Fruitvale designs were progressing, the long term nature and design of the whole of International Boulevard within Oakland was not fixed. The possibilities of light rail or an expanded and innovative bus service must be considered. The design for the Fruitvale area must be able to serve either possibility. The light rail possibility for International Boulevard, a highly used transit corridor with a right-of-way adequate to handle a variety of transportation modes, must be considered. Indeed, of all the alternative routes for light rail in the East Bay, this street makes the most sense.

The Transit Median Plan envisions a new pedestrian oriented median, 12 feet wide, planted with closely spaced trees and new pedestrian lights that will be used for walking, sitting, vending of goods by street merchants, and for the location of information kiosks. Over a longer period, with the reintroduction of light rail service on the street, the median will serve as a transit access and egress platform-station. Passenger loading from the left or right sides of light rail cars make the use of the central median strip possible, negates the need for two loading islands, and gives the center of the street, rather than the slower side lanes, over to transit service.

There will be two traffic lanes, 23 feet wide, in each direction for the transit tracks (when they materialize), for motor vehicles, including buses, and bicycles. This width will accommodate the bicycles but without a marked lane for them. In addition, there will be parking lanes on each side of the street, allowing at least as many spaces as now exist. At every street corner, along the 14 feet wide sidewalks, there will be sidewalk widenings, or “bulb outs,” to create generous spaces and to make the street crossings shorter and safer. Crossing is made pleasant, as well, by the median promenade, which permits a wide, protected haven in the middle of the street. There will be new trees along the sidewalks, as well as additional pedestrian lighting and new sidewalk paving, and pedestrian safety barriers where necessary.

The 34th Avenue Community Plaza – Entrance Corridor: 34th Avenue will be transformed into a community plaza and gateway corridor between International Boulevard and the Transit Village. New paving, trees, lighting, benches, and a podium to serve as a focal point for community activities will be installed.

There will be a single paving surface on the 34th Avenue plaza. Vehicles, pedestrians, and cyclists can all use the same space, in some ways similar to the single paving surface at Jack London Square. The design clearly achieves a pedestrian realm within which vehicles may pass, but at a pedestrian pace. The surface will be at the same level as the sidewalks. Vehicle entrances at both East 12th Street and International Boulevard will be via short ramps up to the sidewalk level. Moveable bollards, three at

each end, can close the street to vehicular traffic when needed.

Additionally, there will be ten stationary bollards in front of the trees and benches.

A new gateway, at International Boulevard, will consist of two pylons, perhaps sheathed with ceramic tiles, spanned by a metal archway with the word “Fruitvale.” Next to the gateway are two lower pylons, mounted by simple white globe lights. These two pylons will be repeated at 12th Street.

In all, 34th Avenue will have 14 new trees, 10 new benches, 6 moveable and 10 stationary bollards, 12 new lights, the gateway and pylons, and a low bench-podium that can double as a small stage for speakers and performers at festivals. This will be a low, circular platform, perhaps covered with ceramic tiles. It has yet to be designed.

Properties abutting 34th Avenue, particularly at International Boulevard, will be encouraged to open food serving establishments that focus on the plaza, including outdoor seating.

Fruitvale Avenue: This design takes a first step toward establishing Fruitvale Avenue as a major entryway to the community from Interstate 880 as well as an inviting promenade and bicycle path to the Alameda estuary and to future open space along its banks. The design takes advantage of the fact that once past the East 12th Street intersection there is considerable room along the west side of the street to create a linear, landscaped promenade park that moves toward Alameda, connecting to the estuary at Union Point. As well, this design connects the BART station area with the waterfront.

The design calls for three 11-foot traffic lanes plus two parking lanes. The major change (from existing traffic alignment) is the addition of corner “bulb-outs” at intersections, to mark them and to make street crossings shorter. The present curb-to-curb width is 58 feet, so this means a reduction of 11 feet for the vehicular realm where there are no bulb-outs,

and a reduction of 25 feet at the corners. The three lanes, allowing a left turn lane at the center, are adequate to handle the vehicular traffic.

Existing sidewalks on the eastern side of the street, eight feet wide, will remain but there will be a line of Jacaranda trees planted all along the walk, and there will be the sidewalk widenings at intersections. The western, expanded pedestrian realm will be a total of 23 feet wide, within which there will be a 12-foot sidewalk, an 8-foot bicycle lane, and a 4-foot planting strip. This design permits two rows of Jacaranda trees that create a shaded walk for pedestrians as well as a tree-covered bicycle path. Long benches will line the walk, separating it from the bike path. New pedestrian lights will also be added.

The Avenues: All of the short, minor avenues connecting East 12th Street to International Boulevard – 33rd through 39th – need serious attention. Basically, they need new sidewalks, street paving, trees, and lights. And, they need maintenance. That is exactly what is proposed. The trees will be Jacaranda trees, as proposed on all the north-south streets. All of these streets will have two lanes for vehicular traffic, as well as lanes for parking.

TRAFFIC ANALYSIS OF THE PROPOSED DESIGN

A team of traffic engineers and specialists has analyzed the existing and proposed traffic service levels to determine the impacts of any urban design changes on local traffic. Several different traffic counts were taken by the consultants at PM peak traffic times, in addition to data supplied by the city. The data produced and analyzed herein suggests that the proposed transit median alternate (that was subsequently selected by the Technical Advisory Committee and the community can accommodate existing traffic levels with little drop in service. The criteria for judging the adequacy of the proposed design was determined by analyzing current volumes (measured with the inclusion of the new Fruitvale Transit Village) against lane group capacities to determine expected Levels of Service. These various levels of service are explained in general terms below.

Level of Service (LOS) designations qualitatively measure the operating conditions within a roadway system and how these conditions are understood and perceived by drivers and passengers. Operating conditions on any roadway are a function of: lane widths, obstructions, traffic composition, grade (slope of the road), driver population and speed. Together these factors produce traffic conditions which have been categorized into 6 designations (A - F). These LOS designations are supplied here to inform the reader of the criteria used in judging adequacy of any lane group or roadway design change. General definitions of these LOS designations are as follows:⁵

- A Free-flow operations exist where the speed of each vehicle is controlled by the desire of the driver. There is typically no interference from other vehicles;
- B Free-flow operations are generally sustained, with slightly higher vehicle densities than LOS "A." There is some restriction on the ability to make lane changes, or to leave or enter the traffic stream. Drivers do not find it difficult to make such maneuvers, however.
- C Speeds are near free-flow speeds, but freedom to maneuver is noticeably restricted. Lane changes require greater vigilance by the driver. When minor incidents occur, local deterioration in service level will be substantial;
- D Speeds begin to decline with increasing traffic flows. Freedom to maneuver is noticeably more limited, and drivers experience reduced physical and psychological comfort;
- E Operations are volatile, because there are virtually no gaps between vehicles. There is little room to maneuver, even at reduced speeds. Lane changes result in slower traffic;

⁵ These LOS Designations were supplied by Special Report 209, Transportation Research Board, National Research Council, Washington DC, 1884, pp. 3-8.

- F Operation is under breakdown conditions, and a uniform moving flow cannot be maintained. Significant traffic congestion and queuing are characteristic.

The traffic summary of existing conditions for two locations along International Blvd, taken at PM peak traffic times, compared against the proposed design is as follows:⁶ (all capacities and volumes presented per hour).

Existing Conditions: International Blvd @ Fruitvale Avenue

Lane Group	Lane Capacity	Peak Volumes	Delay (seconds)	LOS
Eastbound Int'l Blvd	1898	880	11.4	B
Westbound Int'l Blvd	1837	819	8.9	A
Northbound Fruitvale	1275	797	18.5	B
Southbound Fruitvale	1264	566	15.8	B

Proposed Median Design: International Blvd @ Fruitvale Avenue

Lane Group	Lane Capacity	Peak Volumes	Delay (seconds)	LOS
Eastbound Int'l Blvd	1897	880	11.4	B
Westbound Int'l Blvd	1421	819	10.2	B
Northbound Fruitvale	1275	797	18.5	B
Southbound Fruitvale	1264	566	15.8	B

Existing Conditions: International Blvd @ 35th Avenue

Lane Group	Lane Capacity	Peak Volumes	Delay (seconds)	LOS
Eastbound Int'l Blvd	2010	926	8.0	A
Westbound Int'l Blvd	2012	909	10.0	A
Northbound Fruitvale	1026	559	18.9	B
Southbound Fruitvale	1361	396	17.5	B

Proposed Median Design: International Blvd @ 35th Avenue

Lane Group	Lane Capacity	Peak Volumes	Delay (seconds)	LOS
Eastbound Int'l Blvd	1273	926	12.3	B

⁶ This traffic analysis also includes data for another alternate design that was being considered at the time of the analysis: a full boulevard proposal with segregated access lanes to either side of the main traffic spine. This alternate was not selected by either the Technical Advisory Committee or the community for further development.

Westbound Int'l Blvd	1345	909	13.7	B
Northbound 35 th Ave	1026	559	18.9	B
Southbound 35 th Ave	1361	396	17.5	B

As indicated above, the proposed design does not significantly impact levels of service or time delays to any great degree. Only three directions of the eight analyzed change from LOS "A" to LOS "B," and these are all on International Boulevard. Both A and B LOS designations are optimal and should result in some degree of traffic calming, which is desired by the community anyway. Projections for future traffic counts were also run by the traffic engineers for the year 2010. These project that traffic volumes will increase and LOS's will drop, but not significantly. See Appendix A for full traffic analysis and data.

DRAWINGS

Appendix C contains reductions of all the current project drawings. These plans and sections contain typical schematic design information, intended for the entire project area. We have used specific locations within the project area to represent these typical conditions as appropriate. The following list represents the drawings included in Appendix C:

1. 1" = 50' - Site Plan of Existing Conditions - delineating the project area;
2. 1" = 20' - 34th Avenue - International Boulevard Improvement Project plan (MTC grant application project);
3. ¼" = 1' - 0" Typical Section through International Boulevard at the Transit Median;
4. 1" = 10' Plan of the 34th Avenue Plaza;
5. ¼" = 1' - 0" Elevation of Schematic Gateway & Marker Proposals;
6. ¼" = 1' - 0" Section and 1" = 20' Typical Plan Conditions for changes along Fruitvale Avenue;

- The project will achieve a central community plaza (on 34th Avenue) that permits slow-moving vehicular traffic;
- There will be an improved pedestrian environment on International Boulevard and Fruitvale Avenue created by new trees, expanded lighting, new sidewalks, benches, and shorter street crossings;
- Walkability will be enhanced via: new trees to give shade during hot summer days and a more pleasant walking environment; new benches; "bulbs" at intersections to make street crossings shorter; and the 34th Avenue Plaza designed as a pedestrian realm;
- Safety and security will be improved through added lighting on International Boulevard and other streets, new sidewalks to replace cracked and missing walks, and, easier street crossings via havens and "bulbs;"
- Bicycle movement and facilities will be improved via a wide curb lane for bicyclists, bike stands to be provided as part of the project, and the 34th Avenue Plaza, an inviting environment for cyclists;
- Gateway designs at 34th Avenue, and other markers throughout the project area will call visual attention to the neighborhood and to the BART connection;
- All of the minor streets will be pedestrian-comfortable and the blue-purple Jacarandas, in bloom, will provide and appropriate spectacular color for the area.

COST ESTIMATION

Costs for the proposed improvements were estimated using a number of methods and sources, in the end, having the estimates confirmed by relevant departments of the City of Oakland, most notably the Department of Public Works and the Department of Parks and Forestry. Essentially, costs of comparable works, sub-item by sub-item, of projects in Oakland, San Francisco, and Berkeley were used. The estimated total cost for all proposed improvements – International Boulevard, Fruitvale Avenue, the 34th Avenue Plaza, and for the avenues – is \$ 11,836,613.

The cost of individual street segments breaks down as follows:

- International Boulevard (from west of Fruitvale Avenue to 37th Street):
\$ 7,448,842
- Fruitvale Avenue (from International Boulevard to East 12th Street):
\$ 1,194,760
- 34th Avenue Plaza: 34th Avenue Plaza (south side of
International Boulevard to the Transit Village Sidewalk):
\$ 865,583
- 33rd, 35th, 36th, 37th, 38th and 39th Avenues:
\$ 2,327,128

Obviously, there are many ways to break down these costs, which include costs of design, engineering, contracting, permits, and contingencies. For this reason, each major street undertaking has been broken down by block, side of street, and by an estimated lineal foot cost, to enable the client as well as public officials to make choices should they choose to implement the design in stages, on a section by section basis, or as detailed improvement (such as trees or sidewalk widenings) by improvement basis. But it should be noted that this last option would almost certainly raise overall costs. A detailed cost estimate, based upon 1999 costs, is included, in Appendix D. This appendix also includes various ways of bundling the costs, such as on a block by block basis or by doing the edges of International Boulevard first, to be followed by the pedestrian-transit median. The average lineal foot costs are as follows:

- International Boulevard \$ 2,950 per lineal foot avg
- Fruitvale Avenue \$ 2,950 per lineal foot avg
- 34th Avenue Plaza \$ 3,847 per lineal foot avg
- 33rd through 39th Avenues \$ 1,278 per lineal foot avg

(See Appendix D for the full schematic design cost estimate).

STRATEGIES FOR IMPLEMENTATION

How to make the design reality? There is a history of successful local experience to show the way. It involves both big and small, incremental improvements under strong, persistent leadership.

The first requirement has been met as part of the design's preparation, namely, community consensus reached through the participatory process described above.

The plan-design starts with an overall concept that addresses a long-term vision of what the streets could and should be. At the same time, the design addresses the first steps that can be achieved within the overall plans, should it not be possible to carry out the design in one stroke. To that end, an application to the Metropolitan Transportation Commission has been made, to fund up to two blocks of reconfigurations of International Boulevard, as well as the 34th Avenue improvements. Overall, the essence of the strategy that follows lies in constant seeking of funding sources, large and small, to achieve the design. It may be termed a "multi-pronged" strategy.

- The best and, in the long run, probably the least expensive way to carry out the design would be as a single project, to be achieved in one time period. This would cost approximately \$ 11.8 million.

- Possible sources might be State or Federal funding or possible funding as part of the City's redevelopment program;
- A case can be made that the Fruitvale street design proposals can constitute a City demonstration project. This project can serve as a first example of how to dramatically improve a neighborhood using only city streets, without any property takings, and without any dislocation;
- The design can be achieved over time by creative use of a stream of small grants, such as the current M.T.C. application;
- Staged year by year, improvements to the minor connecting streets would cost about \$500,000 per year and, in about five years, would show a major improvement to the neighborhood;
- Assuming success in 2000 with the initial M.T.C. proposal, a second year funding application could well include two of the minor connecting streets plus the Fruitvale Avenue improvement;
- A key to a piece-by-piece approach to realizing the design is to not waste money. Basically, this means not having to tear apart new improvements once they are done. The designs lend themselves to this kind of approach.

CONCLUSION

History suggests that International Boulevard, under its earlier name of East 14th Street, was an active, vibrant, working person's street, nowhere more so than in Fruitvale. It was a bustling, lineal center, a spine that people gravitated towards, to shop, to walk, to meet friends, to eat, to work, a place to see and be seen, a place to catch a streetcar to go downtown or further out towards San Leandro. A wide street, at 100 feet, it must not have seemed that way, particularly with the streetcars, with wider sidewalks, and with all the activities.

Economic decline, well intentioned street "improvements," streetcar replacement, and by-pass freeways all contributed to a generally run-down, even empty street, one that had seen distinctly better days. Until very recently, vacancies and a sense of marginality characterized the Fruitvale section of International Boulevard, this despite efforts to add amenities to the street in the 1970s.

But the Fruitvale neighborhood, the street and the stores along it are now improving, in major part through hard continuing efforts to improve retailing and services, to clean up the street, to paint and upgrade building facades, to add new housing nearby, to make continual small improvements. General good economic times of the 1990s have played a part. The new Transit Village, by no means small, will be a major step in the area's economic, social and physical regeneration. It remains to take another major step, to tie together some of these improvements, to proudly announce Fruitvale, to make its streets something special, attracting all Fruitvale residents as the heart of their community while at the same time

welcoming visitors who will want to see it and be there. That is what this street design project is about.

Picture coming toward Fruitvale Avenue from the west on foot, in a bus or trolley, or in an auto, and seeing three rows of large trees that announce Fruitvale, particularly the pedestrian-transit median in the center, with its trees, benches, people, street merchants. Sidewalks, at corners, will be wider. People will be able to cross the street with ease, the whole street or to the wide median. The sidewalks will have closely spaced shade trees that lose their leaves in winter, allowing sunlight. More pedestrian lighting will march down the street with the trees in a regular rhythm.

At 34th Avenue there will be a single gateway, that will take your attention to a pedestrian-oriented plaza with more trees, with benches, with tables and awnings where people will be sitting, and you will see across East 12th Street, the Transit Village and the BART station. Cars can travel on 34th Avenue, but they will be in a pedestrian realm, one that will be a community plaza, transformed on festival days for celebrations. Listen to the music. Watch the dancers. Eat while the politicians talk. Or, picture coming out of the BART station and being able to see through the walk of the Pedestrian Plaza all the way to International Boulevard, attracted to the gateway, the trees, and the activity.

Or, picture riding a bicycle or strolling along a specially designed sidewalk-bicycle path on the west side of Fruitvale Avenue to the Fruitvale Village shopping center, toward the bridge and estuary that separates Oakland from Alameda. What was a dusty, confusing drive or walk can be beautiful. One can almost anticipate getting off of the Nimitz Freeway at the Fruitvale exit with anticipatory pleasure.

Today, spotted through the neighborhood, there are Jacaranda trees on some residential streets. They bloom a magnificent blue-purple in the summer. There is nothing like them. Picture if you will, all of the side streets leading between International Boulevard and East 12th Street lined with those trees, closely spaced, along new, even sidewalks, with new lights, and corners that are easy to cross.

Why not? Why shouldn't Fruitvale have the best?

ACKNOWLEDGEMENTS

The completion of this study would not have been possible without the generous help and invaluable expertise of a number of organizations and individuals in the Fruitvale neighborhood and the City of Oakland. We would like to thank these people for this assistance and commend them in their belief in a more vibrant and better Oakland. Many people from the local government of the City of Oakland were invaluable for their assistance and attention given this project: Leslie Gould, Dwane P. Jensen, Claudette Ford, Michael Vecchio, Amit Kothari, Kevin Cummings, Jose Martinez, Daniel Woldesenbet, Joseph P. Heinz, Tony Acosta, Joseph A. Newman, Theresa Navarro, David L. James, Shauku Casey, Maria Sanders, Iris Starr, Vern Chang, Kathryn Hughes, and I. Jeeva.

From the Metropolitan Transportation Commission we would like to thank Karen Fricke, and from AC Transit we would like to thank Jim Cunradi.

And most importantly we would like to thank the tireless staff of the Unity Council who have stood by us through the entire project: Arabella Martinez, Evelyn Johnson, Jenny Kassan, Tara Kelly, Ben Grant, Marsha G. Murrington, Cassie Compton, and Manuela Silva.

CONSULTANTS:

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APPENDIX A:

Traffic Analysis - Existing and Proposed

INTERNATIONAL BLVD

Modeling of Alternative Design Options with the CORSIM Model and Highway Capacity Manual 1997 (Chapter 9 Signalized Intersections)

A. Study Area

Section of International Blvd between Fruitvale Avenue and 37th Avenue

B. Data Sources

- 1) Intersection Geometrics/Spacing: Schematic of existing conditions prepared by A. Jacobs
- 2) Traffic Volumes/Turning Movements: Dowling traffic study (1997)

C. Assumptions

- 1) Traffic Data
 - Traffic volumes is assumed to be the existing plus project traffic (from the Dowling Study)
 - All traffic is assumed to use International Blvd (no diversion)
 - Turning movements at minor intersections synthesized using the counts from the Dowling study
 - Peak Hour Factor (PHF) = 0.95 (assumed)
 - Proportion of trucks = 2 % (assumed)
 - Parking maneuvers/hr = 20 (assumed for HCM analysis)
 - No bus movements modeled
- 2) Intersection Control
 - Signals assumed on Fruitvale Ave and 35th Avenue
 - Signal Timing: 60 sec cycle length, two phase, about 60/40 green split between Internat Blvd and cross streets. 24 sec offset between the two signals
- 3) Speed
 - 30 mph cruise (midblock) speed on International Blvd
 - 25 mph on cross-streets

D. Alternatives Modeled

- a) Existing Conditions
- b) Continuous Median (Two through/shared lanes with no LT pockets)
- c) Blvd (One through lane plus LT pockets at each intersection)

The CORSIM model predictions are summarized in the attached table

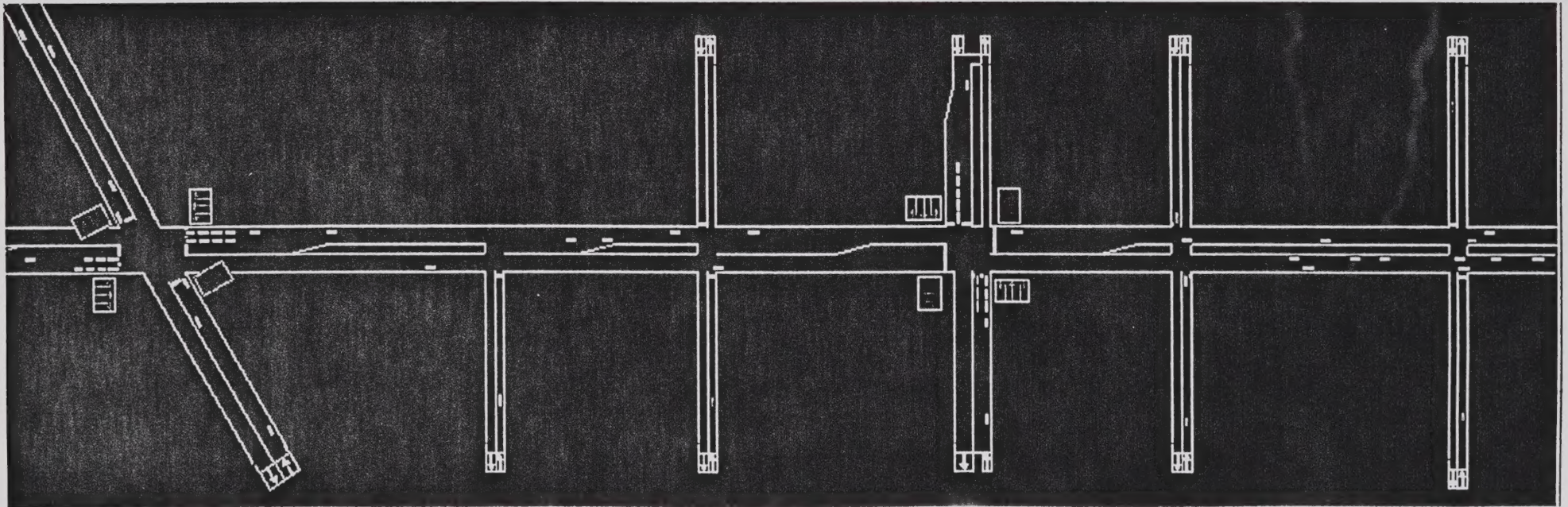
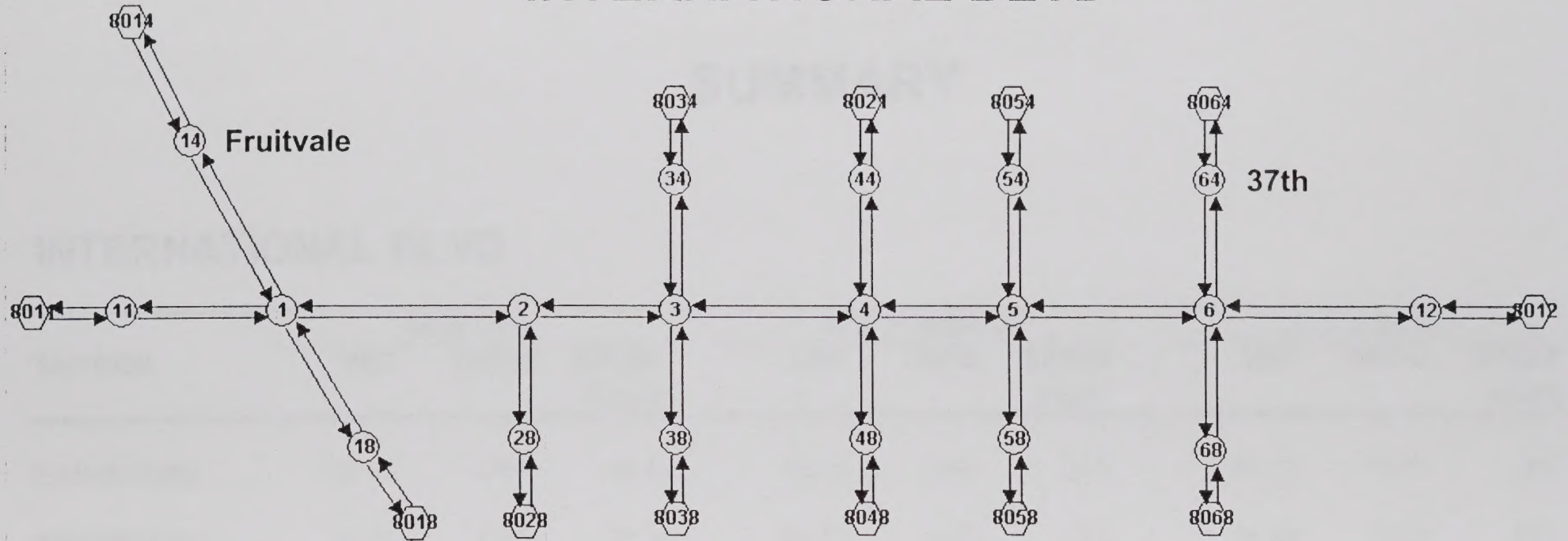
INTERNATIONAL BLVD

SECTION	EXISTING			ALT 1: MEDIAN			ALT 2: BLVD		
	VMT	TRIPS	SPEED (mph)	VMT	TRIPS	SPEED (mph)	VMT	TRIPS	SPEED (mph)
EASTBOUND	345.92	5458	20.4	345.66	5454	20.3	346.02	5460	18.8
WESTBOUND	348.61	5197	21.8	348.39	5194	21.6	350.9	5233	20.2

The HCM97 analysis results for the two signalized intersections and each alternative are also attached.

Additional results from the CORSIM model (link delay, stops, fuel) are available

INTERNATIONAL BLVD



SUMMARY

INTERNATIONAL BLVD

SECTION	EXISTING			ALT 1: MEDIAN			ALT 2: BLVD		
	VMT	TRIPS	SPEED (mph)	VMT	TRIPS	SPEED (mph)	VMT	TRIPS	SPEED (mph)
EASTBOUND	86.28	1363	21.0	86.28	1363	20.2	86.72	1371	18.5
WESTBOUND	85.31	1273	21.5	85.31	1273	21.3	85.84	1281	19.2

1 for
Smilek

345.92 5458 20.4
348.61 5197 21.8

345.66 5454 20.3
348.39 5194 21.6

346.02 5460 18.8
350.90 5233 20.2

EXISTING CONDITIONS

INTERNATIONAL BLVD
BASE CONDITIONS

1

CUMULATIVE NETSIM STATISTICS AT TIME 16:15: 0

ELAPSED TIME IS 0:15: 0 (900 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 900 SECONDS

LINK	VEHICLE		VEHICLE MINUTES			RATIO MOVE/ TOTAL	MINUTES/MILE		TOTAL TIME	SECONDS /		VEHICLE	AVERAGE VALUES			
	MILES	TRIPS	MOVE TIME	DELAY TIME	TOTAL TIME		TOTAL TIME	DELAY TIME		TOTAL TIME	DELAY TIME	QUEUE* TIME	STOP* TIME	STOPS (%)	VOLUME VPH	SPEED MPH
EASTBOUND INT BLVD																
(11, 1)	12.42	220	24.8	31.4	56.2	.44	4.53	2.53	15.4	8.7	6.0	5.6	46	880	13.3	
(1, 2)	17.81	210	35.6	5.1	40.7	.87	2.29	.29	11.6	1.5	.0	.0	0	840	26.2	
(2, 3)	11.40	215	22.8	2.6	25.4	.90	2.23	.23	7.1	.7	.0	.0	0	860	26.9	
(3, 4)	14.98	226	30.0	16.6	46.5	.64	3.11	1.11	12.3	4.4	2.8	2.7	23	904	19.3	
(4, 5)	12.46	243	24.9	5.4	30.3	.82	2.43	.43	7.4	1.3	.2	.2	1	972	24.7	
(5, 6)	17.21	249	34.4	12.7	47.2	.73	2.74	.74	11.4	3.1	2.0	1.9	6	996	21.9	
(6, 12)	18.41	243	36.8	2.2	39.0	.94	2.12	.12	9.6	.6	.0	.0	0	972	28.3	
WESTBOUND INT BLVD																
(12, 6)	19.39	256	38.8	2.1	40.9	.95	2.11	.11	9.5	.5	.2	.2	1	1024	28.5	
(6, 5)	16.52	239	33.0	5.0	38.1	.87	2.30	.30	9.5	1.3	.5	.5	4	956	26.0	
(5, 4)	10.94	210	21.9	28.9	50.8	.43	4.65	2.65	14.3	8.2	6.0	5.7	45	840	12.9	
(4, 3)	13.39	204	26.8	7.5	34.3	.78	2.56	.56	10.1	2.2	.3	.3	3	816	23.4	
(3, 2)	9.81	185	19.6	3.0	22.6	.87	2.31	.31	7.3	1.0	.3	.3	1	740	26.0	
(2, 1)	15.26	179	30.5	20.7	51.3	.60	3.36	1.36	16.8	6.8	3.5	3.2	40	716	17.9	
(1, 11)	8.79	157	17.6	3.2	20.8	.85	2.37	.37	7.9	1.2	.0	.0	0	628	25.4	
CROSS-STREETS																
(14, 1)	9.92	142	19.8	29.1	49.0	.41	4.93	2.93	20.5	12.1	9.8	9.3	55	568	12.2	
(18, 1)	11.59	200	23.2	48.3	71.5	.32	6.17	4.17	21.4	14.4	11.3	10.7	59	800	9.7	
(28, 2)	.62	13	1.5	2.6	4.1	.36	6.58	4.20	17.4	11.1	10.1	9.5	100	52	9.1	
(34, 3)	.38	8	.9	.8	1.7	.52	4.53	2.15	12.9	6.1	4.8	4.4	100	32	13.2	
(38, 3)	.76	16	1.8	1.0	2.8	.65	3.65	1.27	9.8	3.4	2.2	2.1	100	64	16.4	
(44, 4)	4.73	100	11.3	27.7	38.9	.29	8.22	5.84	23.0	16.4	13.4	13.0	72	400	7.3	
(48, 4)	6.63	140	15.8	37.9	53.6	.29	8.09	5.71	22.9	16.2	12.5	11.8	77	560	7.4	
(54, 5)	.43	9	1.0	2.5	3.5	.29	8.21	5.83	23.3	16.6	9.6	9.3	100	36	7.3	
(58, 5)	.76	16	1.8	5.3	7.1	.25	9.39	7.02	25.2	18.8	14.5	14.2	100	64	6.4	
(64, 6)	.43	9	1.0	35.4	36.4	.03	85.38	83.00	204.1	198.0	194.9	193.8	100	36	.7	
(68, 6)	.15	3	.4	23.9	24.3	.02	156.91	154.53	332.5	326.7	323.9	322.0	100	12	.4	
OSUBNETWORK=	275.36	1131	9.38	6.27	15.65	.60	3.41	1.37	.81	.34	.24	.23	72.3		17.6	
-- VEHICLE HOURS --																
--- MINUTES / VEHICLE-TRIP ---																
PER TRIP																

ALT1: CONT MEDIAN

INTERNATIONAL BLVD
ALT 1: MEDIAN

1 CUMULATIVE NETSIM STATISTICS AT TIME 16:15: 0

ELAPSED TIME IS 0:15: 0 (900 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 900 SECONDS

LINK	VEHICLE		VEHICLE MINUTES			RATIO MOVE/ TOTAL	MINUTES/MILE		SECONDS		VEHICLE		-- AVERAGE VALUES --				
	MILES	TRIPS	MOVE TIME	DELAY TIME	TOTAL TIME		TOTAL TIME	DELAY TIME	TOTAL TIME	DELAY TIME	QUEUE* TIME	STOP* TIME	STOPS (%)	VOLUME VPH	SPEED MPH		
EASTBOUND INT BLVD																	
(11, 1)	12.42	220	24.8	31.6	56.5	.44	4.55	2.55	15.5	8.8	6.0	5.6	46	880	13.2		
(1, 2)	17.81	210	35.6	5.4	41.0	.87	2.30	.30	11.7	1.5	.0	.0	0	840	26.1		
(2, 3)	11.40	215	22.8	2.5	25.3	.90	2.22	.22	7.1	.7	.0	.0	0	860	27.1		
(3, 4)	14.98	226	30.0	20.7	50.7	.59	3.38	1.38	13.4	5.5	3.4	3.2	30	904	17.7		
(4, 5)	12.46	243	24.9	5.9	30.8	.81	2.48	.48	7.6	1.5	.3	.2	2	972	24.2		
(5, 6)	17.21	249	34.4	18.0	52.4	.66	3.05	1.05	12.6	4.3	3.0	2.9	10	996	19.7		
(6, 12)	18.41	243	36.8	2.3	39.1	.94	2.12	.12	9.5	.6	.0	.0	0	972	28.2		
WESTBOUND INT BLVD																	
(12, 6)	19.39	256	38.8	2.0	40.8	.95	2.10	.10	9.5	.5	.2	.2	1	1024	28.6		
(6, 5)	16.52	239	33.0	5.3	38.3	.86	2.32	.32	9.6	1.3	.6	.6	4	956	25.9		
(5, 4)	10.94	210	21.9	30.0	51.8	.42	4.74	2.74	14.6	8.4	6.2	5.8	44	840	12.7		
(4, 3)	13.39	204	26.8	8.3	35.1	.76	2.62	.62	10.3	2.4	.5	.4	5	816	22.9		
(3, 2)	9.81	185	19.6	3.2	22.9	.86	2.33	.33	7.4	1.0	.3	.3	2	740	25.8		
(2, 1)	15.26	179	30.5	20.5	51.0	.60	3.34	1.34	16.8	6.8	3.6	3.3	40	716	18.0		
CROSS-STREETS																	
(1, 11)	8.79	157	17.6	3.4	20.9	.84	2.38	.38	8.0	1.3	.0	.0	0	628	25.2		
(14, 1)	9.92	142	19.8	29.1	48.9	.41	4.93	2.93	20.4	12.1	9.8	9.3	55	568	12.2		
(18, 1)	11.59	200	23.2	48.5	71.6	.32	6.18	4.18	21.4	14.5	11.3	10.7	59	800	9.7		
(28, 2)	.62	13	1.5	2.5	4.0	.37	6.42	4.04	17.0	10.7	9.7	9.1	100	52	9.3		
(34, 3)	.38	8	.9	.8	1.7	.52	4.53	2.15	12.9	6.1	4.8	4.4	100	32	13.2		
(38, 3)	.76	16	1.8	1.0	2.8	.65	3.65	1.27	9.8	3.4	2.2	2.1	100	64	16.4		
(44, 4)	4.73	100	11.3	31.8	43.0	.26	9.09	6.71	25.4	18.8	15.8	15.3	72	400	6.6		
(48, 4)	6.63	140	15.8	39.1	54.9	.29	8.28	5.90	23.4	16.7	13.0	12.2	77	560	7.2		
(54, 5)	.43	9	1.0	2.7	3.7	.28	8.64	6.27	24.6	17.8	10.9	10.7	100	36	6.9		
(58, 5)	.76	16	1.8	6.1	7.9	.23	10.38	8.01	27.8	21.4	17.0	16.6	100	64	5.8		
(64, 6)	.47	10	1.1	31.6	32.8	.03	69.20	66.82	178.8	172.6	170.5	169.1	100	40	.9		
(68, 6)	.15	3	.4	21.4	21.8	.02	141.17	138.79	314.3	308.5	306.1	305.0	100	12	.4		
OSUBNETWORK=	275.47	1130	9.38	6.48	15.86	.59	3.45	1.41	.82	.35	.24	.23	75.4		17.4		
-- VEHICLE - HOURS --												--- MINUTES / VEHICLE-TRIP ---				PER TRIP	

ALT 2: BLVD

INTERNATIONAL BLVD
ALT 2: BLVD

1

CUMULATIVE NETSIM STATISTICS AT TIME 16:15: 0

ELAPSED TIME IS 0:15: 0 (900 SECONDS), TIME PERIOD 1 ELAPSED TIME IS 900 SECONDS

LINK	VEHICLE		VEHICLE MINUTES			RATIO MOVE/ TOTAL	MINUTES/MILE		SECONDS / TOTAL TIME	VEHICLE		-- AVERAGE VALUES --			
	MILES	TRIPS	MOVE TIME	DELAY TIME	TOTAL TIME		TOTAL TIME	DELAY TIME		QUEUE* TIME	STOP* TIME	STOPS (%)	VOLUME VPH	SPEED MPH	
EASTBOUND INT BLVD															
(11, 1)	12.42	220	24.8	52.7	77.5	.32	6.24	4.24	21.0	14.3	9.1	7.9	60	880	9.6
(1, 2)	17.81	210	35.6	7.6	43.3	.82	2.43	.43	12.3	2.2	.1	.0	2	840	24.7
(2, 3)	11.40	215	22.8	4.9	27.7	.82	2.43	.43	7.7	1.4	.1	.1	0	860	24.7
(3, 4)	14.85	224	29.7	25.2	54.9	.54	3.70	1.70	14.5	6.7	4.0	3.7	27	896	16.2
(4, 5)	12.82	250	25.6	7.7	33.3	.77	2.60	.60	8.0	1.8	.2	.2	2	1000	23.1
(5, 6)	17.42	252	34.8	9.1	43.9	.79	2.52	.52	10.5	2.2	.7	.6	2	1008	23.8
(6, 12)	19.09	252	38.2	5.3	43.5	.88	2.28	.28	10.3	1.3	.0	.0	0	1008	26.3
WESTBOUND INT BLVD															
(12, 6)	19.39	256	38.8	3.8	42.5	.91	2.19	.19	9.9	.9	.2	.1	1	1024	27.3
(6, 5)	16.73	242	33.5	5.1	38.6	.87	2.31	.31	9.5	1.3	.1	.1	2	968	26.0
(5, 4)	11.20	215	22.4	52.3	74.7	.30	6.67	4.67	20.7	14.5	9.4	8.2	63	860	9.0
(4, 3)	13.39	204	26.8	7.1	33.8	.79	2.53	.53	10.0	2.1	.3	.2	3	816	23.7
(3, 2)	9.70	183	19.4	3.7	23.1	.84	2.38	.38	7.5	1.2	.2	.2	1	732	25.2
(2, 1)	15.43	181	30.9	24.3	55.2	.56	3.58	1.58	18.2	8.1	3.4	3.0	27	724	16.8
(1, 11)	8.90	159	17.8	3.6	21.4	.83	2.40	.40	8.1	1.4	.0	.0	0	636	25.0
CROSS-STREETS															
(14, 1)	9.92	142	19.8	29.3	49.2	.40	4.95	2.95	20.5	12.2	9.9	9.4	55	568	12.1
(18, 1)	11.59	200	23.2	49.3	72.5	.32	6.25	4.25	21.7	14.7	11.5	10.9	59	800	9.6
(28, 2)	.62	13	1.5	2.9	4.4	.33	7.15	4.77	18.9	12.6	11.7	11.4	100	52	8.4
(34, 3)	.38	8	.9	.7	1.6	.55	4.36	1.98	12.4	5.6	4.3	3.9	100	32	13.8
(38, 3)	.76	16	1.8	1.1	2.9	.62	3.81	1.43	10.2	3.8	2.7	2.6	100	64	15.8
(44, 4)	4.73	100	11.3	25.4	36.6	.31	7.74	5.36	21.7	15.1	12.3	11.8	70	400	7.8
(48, 4)	6.63	140	15.8	40.2	55.9	.28	8.44	6.06	23.8	17.1	13.4	12.6	76	560	7.1
(54, 5)	.33	7	.8	3.6	4.4	.18	13.28	10.90	40.6	34.0	32.6	32.3	100	28	4.5
(58, 5)	.71	15	1.7	13.3	15.0	.11	21.12	18.74	56.3	49.9	48.3	47.6	100	60	2.8
(64, 6)	.47	10	1.1	4.3	5.5	.21	11.55	9.17	29.9	23.7	22.8	22.5	100	40	5.2
(68, 6)	.36	7	.9	4.6	5.4	.16	15.07	12.69	40.9	34.3	33.8	33.8	100	28	4.0
OSUBNETWORK=	277.90	1142	9.46	6.71	16.17	.59	3.49	1.45	.82	.34	.21	.19	76.2		17.2
-- VEHICLE - HOURS --															
--- MINUTES / VEHICLE-TRIP ---															
PER TRIP															

HCM97 SIGNALIZED INTERSECTIONS ANALYSIS

HCS: Signals Release 3.1b

Inter: **International Blvd/Fruitvale A** City/St: **Oakland, CA**
 Analyst: **A. Skabardonis** Proj #: **A. Existing Conditions**
 Date: **12/5/99** Period: **PM Peak**
 E/W St: **International Blvd** N/S St: **Fruitvale Ave**

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR		TR			TR		
Volume	16	787	77	6	659	154	702	95		468	98	
Lane Width	11.0	11.0		11.0	11.0		12.0			12.0		
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		30.0				22.0		
Yellow		4.0				4.0		
All Red		0.0				0.0		

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane	Lane	Adj Sat	Ratios		Lane Group		Approach	
Lane	Group	Flow Rate	v/c	g/C	Delay	LOS	Delay	LOS
Grp	Capacity	(s)						
Eastbound								
L	210	420	0.08	0.500	8.6	A		
TR	1688	3376	0.54	0.500	11.5	B	11.4	B
Westbound								
L	175	349	0.03	0.500	8.0	A		
TR	1662	3324	0.52	0.500	8.9	A	8.9	A
Northbound								
TR	1275	3476	0.66	0.367	18.5	B	18.5	B
Southbound								
TR	1264	3447	0.47	0.367	15.8	B	15.8	B

Intersection Delay = 13.4 (sec/veh) Intersection LOS = B

Inter: **International Blvd/Fruitvale A** City/St: Oakland, CA
 Analyst: A. Skabardonis Proj #: **B. Continuous Median**
 Date: 12/5/99 Period: PM Peak
 E/W St: International Blvd N/S St: Fruitvale Ave

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	0	0	2	0	0	2	0
LGConfig	L	TR		LTR			TR			TR		
Volume	16	787	77	6	659	154	702	95		468	98	
Lane Width	11.0	11.0		11.0			12.0			12.0		
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
WB Left	P				SB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	30.0				22.0			
Yellow	4.0				4.0			
All Red	0.0				0.0			
Cycle Length:	60.0	secs						

Intersection Performance Summary

Appr/	Lane	Adj Sat	Ratios		Lane Group		Approach	
Lane	Group	Flow Rate						
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	209	417	0.08	0.500	8.6	A		
TR	1688	3376	0.54	0.500	11.5	B	11.4	B
Westbound								
LTR	1421	2842	0.61	0.500	10.2	B	10.2	B
Northbound								
TR	1275	3476	0.66	0.367	18.5	B	18.5	B
Southbound								
TR	1264	3447	0.47	0.367	15.8	B	15.8	B

Intersection Delay = 13.8 (sec/veh) Intersection LOS = B

Inter: **International Blvd/Fruitvale A** City/St: **Oakland, Ca**
Analyst: **A. Skabardonis** Proj #: **C. Blvd**
Date: **12/5/99** Period: **PM Peak**
E/W St: **International Blvd** N/S St: **Fruitvale Ave**

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	1	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR		TR			TR		
Volume	16	787	77	6	659	154	702	95		468	98	
Lane Width	11.0	11.0		11.0	11.0		12.0			12.0		
RTOR Vol			0			0		0			0	

		<u>Signal Operations</u>							
Phase Combination		1	2	3	4	5	6	7	8
EB	Left	P				NB Left	P		
	Thru	P				Thru	P		
	Right	P				Right	P		
	Peds	X				Peds	X		
WB	Left	P				SB Left	P		
	Thru	P				Thru	P		
	Right	P				Right	P		
	Peds	X				Peds	X		
NB	Right					EB Right			
SB	Right					WB Right			
Green		32.0					20.0		
Yellow		4.0					4.0		
All Red		0.0					0.0		
Cycle Length:	60.0	secs							

Intersection Performance Summary								
Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	120	209	0.14	0.533	9.5	A		
TR	1801	3376	0.50	0.533	10.0-	A	9.9	A
Westbound								
L	195	365	0.03	0.533	6.9	A		
TR	933	1750	0.92	0.533	24.3	C	24.2	C
Northbound								
TR	1159	3476	0.72	0.333	21.5	C	21.5	C
Southbound								
TR	1149	3447	0.52	0.333	17.8	B	17.8	B
Intersection Delay = 18.2 (sec/veh) Intersection LOS = B								

Inter: **International Blvd/35th Ave**
Analyst: A. Skabardonis
Date: 12/5/99
E/W St: International Blvd

City/St: Oakland, CA
Proj #: **A. Existing Conditions**
Period: PM Peak
N/S St: 35th Ave

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	2	0	1	1	1
LGConfig	L	TR		L	TR		LTR			L	T	R
Volume	83	800	43	60	735	114	58	413	88	67	253	76
Lane Width	11.0	11.0		11.0	11.0		12.0			12.0	12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left	P				NB Left	P		
	Thru	P				NB Thru	P		
	Right	P				NB Right	P		
	Peds	X				NB Peds	X		
WB	Left	P				SB Left	P		
	Thru	P				SB Thru	P		
	Right	P				SB Right	P		
	Peds	X				SB Peds	X		
NB	Right					EB Right			
SB	Right					WB Right			
Green		32.0					20.0		
Yellow		4.0					4.0		
All Red		0.0					0.0		
Cycle Length:		60.0	secs						

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	199	374	0.44	0.533	15.4	B		
TR	1811	3395	0.49	0.533	7.2	A	8.0	A
Westbound								
L	224	420	0.28	0.533	10.8	B		
TR	1788	3352	0.50	0.533	9.9	A	10.0-	A
Northbound								
LTR	1026	3077	0.58	0.333	18.9	B	18.9	B
Southbound								
L	212	636	0.35	0.333	19.6	B		
T	621	1863	0.43	0.333	17.7	B	17.5	B
R	528	1583	0.15	0.333	14.7	B		
Intersection Delay = 12.1 (sec/veh) Intersection LOS = B								

Inter: International Blvd/35th Avenue City/St: Oakland, CA
Analyst: A. Skabardonis Proj #: B. Continuous Median
Date: 12/5/99 Period: PM Peak
E/W St: International Blvd N/S St: 35th Ave

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	0	0	2	0	1	1	1
LGConfig	LTR			LTR			LTR			L	T	R
Volume	83	800	43	60	735	114	58	413	88	67	253	76
Lane Width	11.0			11.0			12.0			12.0	12.0	12.0
RTOR Vol	0			0			0			0		

Phase Combination		1	2	3	4	Signal Extensions		5	6	7	8
EB	Left	P				NB	Left	P			
	Thru	P					Thru	P			
	Right	P					Right	P			
	Peds	X					Peds	X			
WB	Left	P				SB	Left	P			
	Thru	P					Thru	P			
	Right	P					Right	P			
	Peds	X					Peds	X			
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		32.0						20.0			
Yellow		4.0						4.0			
All Red		0.0						0.0			
Cycle Length:		60.0	secs								

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	q/C	Delay LOS		Delay LOS	

LTR	1273	2386	0.77	0.533	12.3	B	12.3	B
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LTR	1345	2522	0.71	0.533	13.7	B	13.7	B
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LTR	1026	3077	0.58	0.333	18.9	B	18.9	B
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L	212	636	0.35	0.333	19.6	B		
T	621	1863	0.43	0.333	17.7	B	17.5	B
R	528	1583	0.15	0.333	14.7	B		

Intersection Delay = 14.8 (sec/veh) Intersection LOS = B

HCS: Signals Release 3.1b

Inter: International Blvd/35th Avenue City/St: Oakland, CA
Analyst: A. Skabardonis Proj #: C. Blvd
Date: 12/5/99 Period: PM Peak
E/W St: International Blvd N/S St: 35th Ave

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	0	2	0	1	1	1
LGConfig	L	TR		L	TR			LTR		L	T	R
Volume	83	800	43	60	735	114	58	413	88	67	253	76
Lane Width	11.0	11.0		11.0	11.0			12.0		12.0	12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left	P				NB	Left	P	
	Thru	P					Thru	P	
	Right	P					Right	P	
	Peds	X					Peds	X	
WB	Left	P				SB	Left	P	
	Thru	P					Thru	P	
	Right	P					Right	P	
	Peds	X					Peds	X	
NB	Right					EB	Right		
SB	Right					WB	Right		
Green		34.0						18.0	
Yellow		4.0						4.0	
All Red		0.0						0.0	
Cycle Length:		60.0	secs						

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	120	174	0.73	0.567	41.1	D		
TR	1013	1787	0.88	0.567	17.8	B	19.9	B
Westbound								
L	136	240	0.46	0.567	18.6	B		
TR	1000	1764	0.89	0.567	23.5	C	23.2	C
Northbound								
LTR	918	3061	0.64	0.300	21.7	C	21.7	C
Southbound								
L	179	597	0.41	0.300	23.7	C		
T	559	1863	0.48	0.300	20.0+	C	20.0-	B
R	475	1583	0.17	0.300	16.2	B		
Intersection Delay = 21.5 (sec/veh) Intersection LOS = C								

HCS: Signals Release 3.1b

Inter:
 Analyst: A. Skabardonis
 Date: 2/9/2000
 E/W St: International Blvd

City/St: Oakland, CA
 Proj #: A. Existing Conditions--REV
 Period: PM Peak
 N/S St: Fruitvale Ave

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR		TR			TR		
Volume	90	771	81	90	647	172	656	95		463	98	
Lane Width	11.0	11.0		11.0	11.0		12.0			12.0		
RTOR Vol			0			0		0			0	

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left			
Thru	P				Thru P			
Right	P				Right P			
Peds	X				Peds X			
WB Left	P				SB Left			
Thru	P				Thru P			
Right	P				Right P			
Peds	X				Peds X			
NB Right					EB Right			
SB Right					WB Right			
Green	29.0				28.0			
Yellow	3.0				3.0			
All Red	1.0				1.0			
Cycle Length:	65.0	secs						

Intersection Performance Summary

Appr/	Lane	Adj Sat	Ratios		Lane Group		Approach	
Lane	Group	Flow Rate						
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	206	461	0.46	0.446	19.8	B		
TR	1402	3142	0.64	0.446	16.2	B	16.5	B
Westbound								
L	194	434	0.49	0.446	21.3	C		
TR	1369	3069	0.63	0.446	16.1	B	16.6	B
Northbound								
TR	1408	3269	0.56	0.431	15.5	B	15.5	B
Southbound								
TR	1394	3237	0.42	0.431	13.8	B	13.8	B

Intersection Delay = 15.8 (sec/veh) Intersection LOS = B

HCS: Signals Release 3.1b

Inter: International Blvd/Fruitvale A City/St: Oakland, CA
 Analyst: A. Skabardonis Proj #: B. 2010 Volumes--Ex. Design
 Date: 2/9/2000 Period: PM Peak
 E/W St: International Blvd N/S St: Fruitvale Ave

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR		TR			TR		
Volume	102	859	105	97	714	174	903	129		631	106	
Lane Width	11.0	11.0		11.0	11.0		12.0			12.0		
RTOR Vol			0			0		0			0	

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left			
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
WB Left	P				SB Left			
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	29.0				28.0			
Yellow	3.0				3.0			
All Red	1.0				1.0			

Cycle Length: 65.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	181	405	0.59	0.446	26.9	C		
TR	1398	3133	0.73	0.446	18.1	B	18.9	B
Westbound								
L	155	348	0.66	0.446	33.9	C		
TR	1373	3078	0.68	0.446	17.1	B	18.7	B
Northbound								
TR	1409	3270	0.77	0.431	19.9	B	19.9	B
Southbound								
TR	1403	3257	0.55	0.431	15.4	B	15.4	B

Intersection Delay = 18.5 (sec/veh) Intersection LOS = B

HCS: Signals Release 3.1b

Inter: International Blvd/Fruitvale A City/St: Oakland, CA
 Analyst: A. Skabardonis Proj #: C. 2010 Volumes--Median
 Date: 2/9/2000 Period: PM Peak
 E/W St: International Blvd N/S St: Fruitvale Ave

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	0	0	2	0	0	2	0
LGConfig	LTR			LTR			TR			TR		
Volume	102	859	105	97	714	174	903	129		631	106	
Lane Width	11.0			11.0			12.0			12.0		
RTOR Vol	0			0			0			0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left			
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
WB Left	P				SB Left			
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	34.0				23.0			
Yellow	3.0				3.0			
All Red	1.0				1.0			
Cycle Length:	65.0	secs						

Intersection Performance Summary

Appr/ Lane	Adj Sat	Ratios	Lane Group	Approach
Lane Group	Flow Rate			
Grp Capacity	(s)	v/c g/C	Delay LOS	Delay LOS
Eastbound				
LTR	1176	2248	0.95 0.523	32.1 C 32.1 C
Westbound				
LTR	1125	2151	0.92 0.523	27.9 C 27.9 C
Northbound				
TR	1157	3270	0.94 0.354	35.7 D 35.7 D
Southbound				
TR	1152	3257	0.67 0.354	21.0 C 21.0 C

Intersection Delay = 29.8 (sec/veh) Intersection LOS = C

HCS: Signals Release 3.1b

Inter: International Blvd/Fruitvale A City/St: Oakland, CA
 Analyst: A. Skabardonis Proj #: D. 2010 Volumes--Blvd
 Date: 2/9/2000 Period: PM Peak
 E/W St: International Blvd N/S St: Fruitvale Ave

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	0	2	0	0	2	0
LGConfig	L	TR		L	TR		TR			TR		
Volume	102	859	105	97	714	174	903	129		631	106	
Lane Width	11.0	11.0		11.0	11.0		12.0			12.0		
RTOR Vol			0			0		0			0	

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left			
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
WB Left	P				SB Left			
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	35.0				22.0			
Yellow	3.0				3.0			
All Red	1.0				1.0			
Cycle Length:	65.0	secs						

Intersection Performance Summary

Appr/	Lane	Adj Sat	Ratios		Lane Group		Approach	
Lane	Group	Flow Rate						
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	111	206	0.96	0.538	90.5	F		
TR	926	1719	1.10	0.538	74.4	E	75.9	E
Westbound								
L	111	206	0.92	0.538	79.4	E		
TR	909	1689	1.03	0.538	52.4	D	55.0+	E
Northbound								
TR	1107	3270	0.98	0.338	44.3	D	44.3	D
Southbound								
TR	1102	3257	0.70	0.338	22.5	C	22.5	C

Intersection Delay = 51.7 (sec/veh) Intersection LOS = D

City/St: Oakland, CA
Proj #: A. Existing Conditions--REV
Period: PM Peak
N/S St: 35th Ave

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	2	0	1	1	1
LGConfig	L	TR		L	TR			LTR		L	T	R
Volume	80	790	35	53	730	109	22	401	73	66	251	75
Lane Width	11.0	11.0		11.0	11.0			12.0		12.0	12.0	12.0
RTOR Vol			0			0			0			0

Phase Combination		1	2	3	4	Signal Operations		5	6	7	8
EB	Left	P				NB	Left	P			
	Thru	P					Thru	P			
	Right	P					Right	P			
	Peds	X					Peds	X			
WB	Left	P				SB	Left	P			
	Thru	P					Thru	P			
	Right	P					Right	P			
	Peds	X					Peds	X			
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		31.0						25.0			
Yellow		3.0						3.0			
All Red		2.0						1.0			
Cycle Length:		65.0	secs								

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach
			v/c	g/C	Delay	LOS	Delay LOS

L	232	487	0.36	0.477	15.1	B		
TR	1514	3175	0.57	0.477	13.8	B	13.9	B

L	238	498	0.24	0.477	12.3	B		
TR	1488	3120	0.59	0.477	14.2	B	14.0	B

LTR	1171	3045	0.45	0.385	16.1	B	16.1	B
-----	------	------	------	-------	------	---	------	---

L	299	778	0.24	0.385	15.5	B		
T	717	1863	0.37	0.385	15.8	B	15.4	B
R	460	1196	0.17	0.385	14.0	B		

Intersection Delay = 14.6 (sec/veh) Intersection LOS = B

Inter: International Blvd/35th Ave	City/St: Oakland, CA
Analyst: A. Skabardonis	Proj #: B. 2010 Vol-Ex Design
Date: 2/10/2000	Period: PM Peak
E/W St: International Blvd	N/S St: 35th Ave

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	0	2	0	1	1	1
LGConfig	L	TR		L	TR		LTR			L	T	R
Volume	106	883	46	62	798	123	69	432	90	72	261	82
Lane Width	11.0	11.0		11.0	11.0		12.0			12.0	12.0	12.0
RTOR Vol			0			0	0			0		

Phase Combination		Signal Operations							
		1	2	3	4	5	6	7	8
EB	Left	P				NB Left	P		
	Thru	P				Thru	P		
	Right	P				Right	P		
	Peds	X				Peds	X		
WB	Left	P				SB Left	P		
	Thru	P				Thru	P		
	Right	P				Right	P		
	Peds	X				Peds	X		
NB	Right					EB Right			
SB	Right					WB Right			
Green		31.0				25.0			
Yellow		3.0				3.0			
All Red		2.0				1.0			
Cycle Length:		65.0				secs			

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	202	423	0.55	0.477	22.6	C		
TR	1512	3171	0.65	0.477	15.0	B	15.8	B
Westbound								
L	199	417	0.33	0.477	14.9	B		
TR	1487	3118	0.65	0.477	15.1	B	15.1	B
Northbound								
LTR	1097	2851	0.57	0.385	17.9	B	17.9	B
Southbound								
L	252	654	0.32	0.385	17.3	B		
T	717	1863	0.38	0.385	16.0	B	15.9	B
R	460	1196	0.19	0.385	14.2	B		
Intersection Delay = 16.1 (sec/veh) Intersection LOS = B								

HCS: Signals Release 3.1b

Inter: International Blvd/35th Ave City/St: Oakland, CA
 Analyst: A. Skabardonis Proj #: C. 2010 Vol-Median
 Date: 2/10/2000 Period: PM Peak
 E/W St: International Blvd N/S St: 35th Ave

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	0	0	2	0	1	1	1
LGConfig	LTR			LTR			LTR			L	T	R
Volume	106	883	46	62	798	123	69	432	90	72	261	82
Lane Width	11.0			11.0			12.0			12.0	12.0	12.0
RTOR Vol	0			0			0			0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
WB Left	P				SB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	36.0				20.0			
Yellow	3.0				3.0			
All Red	2.0				1.0			
Cycle Length: 65.0 secs								

Intersection Performance Summary

Appr/ Lane	Adj Sat	Ratios		Lane Group		Approach	
Group	Flow Rate						
Grp Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LTR	1242	2242	0.88	0.554	21.5	C	21.5	C
-----	------	------	------	-------	------	---	------	---

Westbound

LTR	1417	2558	0.73	0.554	14.2	B	14.2	B
-----	------	------	------	-------	------	---	------	---

Northbound

LTR	841	2733	0.75	0.308	26.2	C	26.2	C
-----	-----	------	------	-------	------	---	------	---

Southbound

L	178	577	0.45	0.308	26.1	C		
T	573	1863	0.48	0.308	21.1	C	21.5	C
R	368	1196	0.23	0.308	18.3	B		

Intersection Delay = 20.1 (sec/veh) Intersection LOS = C

Inter: International Blvd/35th Ave	City/St: Oakland, CA
Analyst: A. Skabardonis	Proj #: D. 2010 Vol--Blvd
Date: 2/10/2000	Period: PM Peak
E/W St: International Blvd	N/S St: 35th Ave

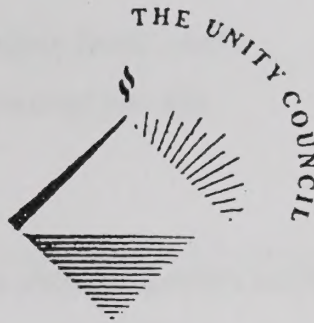
	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	0	2	0	1	1	1
LGConfig	L	TR		L	TR		LTR			L	T	R
Volume	106	883	46	62	798	123	69	432	90	72	261	82
Lane Width	11.0	11.0		11.0	11.0		12.0			12.0	12.0	12.0
RTOR Vol			0			0			0			0

Phase Combination				1	2	3	4	5	6	7	8
EB	Left	P						NB	Left	P	
	Thru	P							Thru	P	
	Right	P							Right	P	
	Peds	X							Peds	X	
WB	Left	P						SB	Left	P	
	Thru	P							Thru	P	
	Right	P							Right	P	
	Peds	X							Peds	X	
NB	Right							EB	Right		
SB	Right							WB	Right		
Green		39.0								17.0	
Yellow		3.0								3.0	
All Red		2.0								1.0	
Cycle Length:		65.0	secs								

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	118	196	0.95	0.600	82.2	F		
TR	1044	1740	0.94	0.600	28.0	C	33.6	C
Westbound								
L	112	187	0.58	0.600	28.1	C		
TR	1027	1711	0.94	0.600	29.4	C	29.3	C
Northbound								
LTR	675	2581	0.93	0.262	44.4	D	44.4	D
Southbound								
L	133	509	0.60	0.262	39.5	D		
T	487	1863	0.56	0.262	25.5	C	27.2	C
R	313	1196	0.27	0.262	21.3	C		
Intersection Delay = 33.8 (sec/veh) Intersection LOS = C								

APPENDIX B1:

Visual Preference Survey Document



Hello!

We are beginning a study of International Boulevard in Fruitvale to consider what kinds of physical improvements would enhance the street as a place to walk, shop, and get around. In order to get a sense of *your* priorities for the street, we are conducting this Visual Preference Survey. It will be given in three languages to a broad cross-section of people, including residents, merchants, youth, the elderly, transit riders, and city staff, all of whose opinions will inform a design proposal for the area.

You will be asked how you feel about various elements of city streets. Many of the questions will be accompanied by images showing different streets. The images illustrate some of the different features that lend streets their character. Try to imagine how these things would work on the streets of Fruitvale.

We would like your response to each question on a simple 1-to-5 scale, 1 being a very positive answer, 3 being neutral, and 5 being a very negative answer. Please spend only a few moments on each question.

There are three general questions at the end, where you may add any further comments or ideas about International Boulevard.

Please keep in mind that not everything in these images is possible in the Fruitvale, but your opinions of each one will help us set priorities as we work to make International Boulevard a special place.

THANK YOU FOR YOUR TIME AND YOUR THOUGHTS!

For questions 1-17, circle a number from 1 to 5.

For questions 18-20, answer however you like.

1. How would you feel about a planted median on International Blvd?

positive		neutral		negative
1	2	3	4	5

2. How important is it to provide bike lanes?

important				unimportant
1	2	3	4	5

3. Rate these as places to walk:

	very good	neutral			very poor
3a.	1	2	3	4	5
3b.	1	2	3	4	5
3c.	1	2	3	4	5

4. How important is the sidewalk paving material to you?

important				unimportant
1	2	3	4	5

5. Do you like the idea of rail transit on International Blvd?

Yes	neutral		No	
1	2	3	4	5

6. How important is it to provide bus shelters?

important				unimportant
1	2	3	4	5

7. Do you think pedestrian safety is an important issue on International Blvd?

	important				unimportant
	1	2	3	4	5
Rate the following pedestrian safety features:	very good		neutral		very poor
7a. pedestrian islands	1	2	3	4	5
7b. special crosswalk paving	1	2	3	4	5
7c. sidewalk extensions	1	2	3	4	5
7d. midblock crosswalk	1	2	3	4	5

8. How important is seating on the street?

	important				unimportant
	1	2	3	4	5
Rate the following:	very good		neutral		very poor
8a. bench	1	2	3	4	5
8b. traditional bench	1	2	3	4	5
8c. decorative bench	1	2	3	4	5
8d. existing bus stop seating	1	2	3	4	5

9. Please rate the following street furnishings:

	very good		neutral		very poor
9a. tree grate	1	2	3	4	5
9b. bike parking	1	2	3	4	5
9c. planters	1	2	3	4	5
9d. public phones	1	2	3	4	5
9e. decorative streetlamp	1	2	3	4	5

9f. newsracks	1	2	3	4	5
9g. decorative wastebins	1	2	3	4	5
9h. information kiosk	1	2	3	4	5

10. How important is parking on International Blvd.?

	important				unimportant
	1	2	3	4	5

Rate the following:

	very good		neutral		very poor
10a. parallel parking	1	2	3	4	5
10b. angle parking	1	2	3	4	5

11. How would you feel about trees along International Blvd?

	positive		neutral		negative
	1	2	3	4	5

Rate the following:

	very good		neutral		very poor
11a. sidewalk trees	1	2	3	4	5
11b. trees in the center median	1	2	3	4	5
11c. palm trees	1	2	3	4	5

12. How do you feel about merchandise displayed on the street?

	positive		neutral		negative
	1	2	3	4	5

13. How do you feel about vending carts?

	positive		neutral		negative
	1	2	3	4	5

14. How do you feel about sidewalk signs?

positive		neutral		negative
1	2	3	4	5

15. Should restaurants and cafes have sidewalk seating?

Yes		neutral		No
1	2	3	4	5

Rate the following:

	very good		neutral		very poor
	1	2	3	4	5
15a. formal seating	1	2	3	4	5
15b. casual seating	1	2	3	4	5

16. Should Fruitvale be marked with some kind of gateway?

Yes		neutral		No
1	2	3	4	5

17. How do you feel about decorative banners?

positive		neutral		negative
1	2	3	4	5

18. What do you like most about International Boulevard currently?

19. What do you like least about International Boulevard currently?

20. If you could do anything to *physically* improve the street, what would it be?



¡Hola!

Estamos empezando un estudio de las calles de International Boulevard en Fruitvale para considerar que tipo de mejoramiento físico para enlazar la calle como un lugar para caminar, ir de compras, y para transitar. Para darnos cuenta de *sus* preferencias para la calle, estamos realizando esta encuesta de Preferencia Visual. Estará disponible en tres idiomas para llegar a una variedad de personas incluyendo residentes del area, comerciantes, jóvenes, ancianos, viajeros de transporte publico, empleados a la ciudad, y a todos los que proveen opiniones que informaran sobre la propuesta de diseño del area.

Se la preguntara como se siente usted sobre varios elementos de las calles de la ciudad. Muchas de las preguntas seran acompañados por imagenes mostrando diferentes calles. Las imagenes demuestran algunos de las caractericitas que le dan a la calle su identidad. Intente imaginar como functionarian estas imagenes en las calles de la Fruitvale.

Nos gustaria que su repuestas a cada pregunta en una escala del 1 de 5, el 1 siendo muy positivo, el 3 neutral, y el 5 siendo una respuesta muy negativa. Favor de solo demorarse un momento en cada pregunta.

Hay tres preguntatas generales al ultimo, donde usted podra añadir otros comentarios o ideas para International Boulevard.

Favor de mantener en mente que no todos estos imagenes son posibles en Fruitvale, pero sus opiniones nos ayudara en decidir las prioridades que trabajaran para hacer a International Boulevard un lugar especial.

¡GRACIAS POR SU TIEMPO Y POR SU OPINION!

Para preguntas 1-17, circule del 1 al 5.

Para preguntas 18-20, responda como usted guste.

1. ¿Que piensa usted sobre una separacion plantada en International Blvd?

	positivo		neutral		negativo
	1	2	3	4	5

2. ¿Que tan importante es proveer lines para bicicletas?

	importante		neutral		no es importante
	1	2	3	4	5

3. Valore estos lugares como lugares para caminar:

	Muy Bien		neutral		Muy Mal
3a.	1	2	3	4	5
3b.	1	2	3	4	5
3c.	1	2	3	4	5

4. ¿Que tan importante es el material utilizado para pavimentar la banqueta/acera?

	importante		neutral		no es importante
	1	2	3	4	5

5. ¿Le gusta la idea de vias de tranvías o triolibuses en International Blvd?

	Yes		neutral		No
	1	2	3	4	5

6. ¿ Que tan importante es proveer casitas de parada?

	importante		neutral		no es importante
	1	2	3	4	5

7. ¿Cree usted que la seguridad del peaton es un tema importante en Interantonal Blvd?

importante		neutral		no es importante
1	2	3	4	5

Valore los siguientes
Características de seguridad:

	Muy Bien		neutral		Muy Mal
7a. islas peatonales	1	2	3	4	5
7b. pavimentos especiales	1	2	3	4	5
7c. extensiones de banquetas	1	2	3	4	5
7d. accesos de peatonales de media calle	1	2	3	4	5

8. ¿Que tan importante es tener asientos en la calle?

importante		neutral		no es importante
1	2	3	4	5

valore los siguientes:

	Muy Bien		neutral		Muy Mal
8a. banco	1	2	3	4	5
8b. banco tradicional	1	2	3	4	5
8c. banco decorativo	1	2	3	4	5
8d. bancos existentes	1	2	3	4	5

9. Favor de valorar los siguientes accesorios para la calle:

	Muy Bien		neutral		Muy Mal
9a. parrilla de arboles	1	2	3	4	5
9b. estacionamiento de bicicletas	1	2	3	4	5
9c. macetas	1	2	3	4	5
9d. telefonos publicos	1	2	3	4	5
9e. lamparas decorativas	1	2	3	4	5
9f. puestos de periodicos	1	2	3	4	5
9g. basureros decorativos	1	2	3	4	5
9h. Directorios de informacion	1	2	3	4	5

10. ¿Que tan importante es el estacionamiento en International Blvd?

	importante		neutral		no es importante
	1	2	3	4	5
Valore los siguiente:					
			Muy Bien		Muy Mal
				neutral	
10a. estacionamiento paralelo			1	2	3
5					4
10b. estacionamiento diagonal			1	2	3
					4
					5

11. ¿Que piensa usted si hubiera arboles por la International Blvd.?

	importante		neutral		no es importante
	1	2	3	4	5
			Muy Bien		Muy Mal
				neutral	
11a. arboles en la banqueta			1	2	3
					4
11b. arboles en el centro			1	2	3
					4
11c. palmeras			1	2	3
					4
					5

12. ¿ Como se siente usted sobre mercancía exhibida en la calle?

importante		neutral		no es importante
1	2	3	4	5

13. ¿ Como se siente usted sobre vendedores ambulantes?

positivo		neutral		negativo
1	2	3	4	5

14. ¿ Como se siente sobre letreros en la banqueta?

positivo		neutral		negativo
1	2	3	4	5

15. ¿Deberían tener los restaurantes y cafeterías asientos en la banquetta?

	Si		neutral		No
	1	2	3	4	5
			Muy Bien		Muy Mal
			neutral		
15a. asientos formales	1	2	3	4	5
15b. asientos casuales	1	2	3	4	5

16. ¿Deberían tener Fruitvale algún tipo de monumentos de entrada?

Si		neutral		No
1	2	3	4	5

17. ¿Que piensa usted sobre banderas decorativos.

positivo		neutral		negativo
1	2	3	4	5

18. ¿Que es lo que le gusta actualmente de la International Blvd?

19. ¿Que es lo que menos le gusta actualmente de la International Blvd?

20. Si usted pudiera hacer algo para *físicamente* mejorar la calle, ¿que sería?

APPENDIX B2:

Visual Preference Survey Results and Community Comments

SSUC Visual Preference Survey Results: Quantitative Results from Ordinal Questions

On a scale of 1 to 5, with 1 being very important and 5 being unimportant, please rate the following items in the Fruitvale area:

Items presented in order of import	avg.	Items, cont.	avg.
-pedestrian safety on Int'l Blvd	1.12	-decorative banners	2.03
-bus shelter provision	1.26	-café sidewalk seating	2.39
-street trees on Int'l Blvd	1.34	-vending carts	2.86
-parking on Int'l Blvd	1.40	-light rail on Int'l Blvd	3.26
-sidewalk paving material	1.50	-merchandise display on street	3.55
-gateway to the area	1.57	-sidewalk signs	3.57
-a planted median strip	1.59		
-seating on the street	1.73		
-bike lanes	1.73		

On a scale of 1 to 5, with 1 being very good and 5 being very poor, please rate the following visual preferences presented on the display boards:

<u>Places to Walk</u>	<u>avg</u>	<u>Types of Benches</u>	<u>avg</u>	<u>Street Furnishings</u>	<u>avg</u>
wider sidewalks	1.74	traditional benches	1.68	decorative streetlights	1.48
pedestrian plaza	2.27	decorative benches	2.35	decorative waste bins	1.49
standard width sidewalks	3.41	standard benches	2.89	information kiosks	1.52
		existing bus stop seating	3.19	planters	1.77
				bike parking	1.79
<u>Pedestrian Safety Elements</u>	<u>avg</u>	<u>Types of Café Seating</u>	<u>avg</u>	public telephones	2.09
special crosswalk paving	1.70	formal seating	2.18	news racks	2.45
median islands in the street	1.73	casual seating	2.65		
bulbouts	1.79				
mid-block crosswalks	1.90	<u>Types of Parking</u>	<u>avg</u>	<u>Types of Street Trees</u>	<u>avg</u>
		angled parking	1.87	sidewalk shade trees	1.84
		parallel parking	2.50	median strip shade trees	2.12
				palm trees	2.22

SSUC Visual Preference Survey Results: Quantitative Results from Ordinal Questions

Total Surveys = 396

Planted Median	Bike Lanes	Std Sidewalks	wider sidewalk	ped plaza	sdwlk paving mat.	light rail	bus shelters	imp of ped safety	islands	
Number of Respondents										
387	386	292	287	254	389	388	390	352	315	
Mean										
1.59	1.73	3.41	1.74	2.27	1.50	3.26	1.26	1.12	1.73	
Mode										
1	1	5	1	1	1	5	1	1	1	
crosswalk pav mat	sidewalk ext.	midblk x-walk	seating on sts	bench	trad'l bench	deco bench	existing bus stop stg	tree grate	bike pkg	
Number of Respondents										
309	308	306	281	281	323	290	269	371	364	
Mean										
1.70	1.79	1.90	1.74	2.89	1.68	2.35	3.19	1.64	1.79	
Mode										
1	1	1	1	1	1	1	5	1	1	
planters	pub phones	deco streetlamp	newsracks	deco wastebins	info kiosk	pkg imp't	parallel pkg	angle pkg	trees	
Number of Respondents										
361	369	367	357	360	361	339	290	344	311	
Mean										
1.77	2.09	1.48	2.45	1.49	1.52	1.40	2.50	1.87	1.34	
Mode										
1	1	1	1	1	1	1	1	1	1	
sdewlk trees	median trees	palm trees	merchandise display	vending carts	sdewlk signs	sdewlk stg	formal stg	casual stg	gateway	deco banners
Number of Respondents										
342	301	339	380	386	382	358	319	321	379	378
Mean										
1.84	2.12	2.22	3.55	2.86	3.57	2.39	2.18	2.65	1.57	2.03
Mode										
1	1	1	5	1	5	1	1	1	1	1

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Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
Si Se Puede B (men's group)	residents	Spanish	la paritas de los postes	cantinas y drogas	drogas y letreros en la calle	none
Si Se Puede B (men's group)	residents	Spanish	las lamparas	cantina y drogas	las drogas y letreros grandes (billboards??)	none
Si Se Puede B (men's group)	residents	Spanish	more police	drug dealing on street	clean up	none
Si Se Puede B (men's group)	residents	Spanish	nada	las drogas	los basureros	none
Si Se Puede B (men's group)	residents	Spanish	nada	las cantinas	quitar las drogas	none
Si Se Puede B (men's group)	residents	Spanish	que es grande	?	clean the street from beggar and drug users	none
Si Se Puede (men's group)	residents	Spanish	las tiendas	tantas drogas y pandilleros	me ter a la carsel a todos los pandilleros	none
Si Se Puede (men's group)	residents	Spanish	la tiendas los desfiles el ambiente	drogas vandalismo que esta muy sucio	probeller trabajo para las personas poner atrabujar a todoa los bagos	none
Si Se Puede (men's group)	residents	Spanish	me justa porque hay mucho progreso	no me gusta la mala gente malos	sy yo fuera alcalde acabaria con toda la probresa y sacaria la comunida adelante	none
Si Se Puede (men's group)	residents	Spanish	nada	drogadicion violencia vandalismo	ser mas electivo con las drogas	none
Si Se Puede A (men's group)	residents	Spanish	que hay familias caminando que esta una estacion de BART que la calle es muy ancha	que saguen la ropa y sapatos afusa y obstrullen la banqueta no decoran bonito las tiendas hay algunas restaurantes muy sucios letreros demaciado chillantes, etc.	que el barrio de Fruitvale sea unico que se distinga, por sus fachadas, colores, lamparas. Que tenga fuentes de agua! Que tenga artesanania de Latino America	none
Unity Council board of directors	board	English				
Unity Council board of directors	board	English	diversity, color, foot traffic, 4 lanes not congested			

SSUC Visual Preference Survey Comments

Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
Unity Council board of directors	board	English	dirty, traffic too fast, visual merchandise, not good, not eye catching, prostitutes, hangouts	clean sidewalks and streets, more police presence, portable stands, signage in stores, crosswalks too narrow, clearly defined and painted crosswalks, better trees	q2: bike lanes are hazardous q4: concern about sidewalk paving getting dirty q5: if like San José q6: concern about graffiti on bus shelters q8: want places to sit where people can't sleep	
Community Action Coalition	residents, merchants, seniors, OPD	English	the cultural diversity	crime	n/a	none
Community Action Coalition	residents, merchants, seniors, OPD	English	b	b	b	none
Community Action Coalition	residents, merchants, seniors, OPD	English	b	b	b	q4: brick is slick when it gets wet and difficult to walk on, wet or dry. The City will be liable for accidents if they put brick in the crosswalks. none
Community Action Coalition	residents, merchants, seniors, OPD	English	b	lack of parking need more variety of restaurants, coffee shops	cleaner more trees	
Community Action Coalition	residents, merchants, seniors, OPD	English	wide lanes	overcrowded sidewalks panhandlers	get rid of the panhandlers	none
Community Action Coalition	residents, merchants, seniors, OPD	English	some of the shops	the street vendors	clean them	
Sanborn Advisory Council	residents	English	It's fine the way it is but does need some cosmetic and decorative accents.	traffic congestion and parking	keep it cleaner	none
Sanborn Advisory Council	residents	English	the gathering of people	the name change. It cost too much money	we mean clean	none
Sanborn Advisory Council	residents	English	I like the diversity, the open merchandise for sale, the wonderful banners that hang on the street.	the long lines at the check cashing on International & Fruitvale and also the bad traffic.	to really do something about the street lights being longer for pedestrians and bad traffic	none

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Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
Sanborn Advisory Council	residents	English	small stores. It should be Cesar Chavez Blvd.	Dirty	clean sidewalks maintenance of trash	q1; median from 1st ave to SL border q8: for plaza and pedestrian walkway, seating on street is important. If no plaza, it is unimportant q12: cultural merchandise can be displayed on street, general merchandise should not be q17: do not like the cur
Sanborn Advisory Council	residents	English	b	needs to be kept up	be more cleaner	none
Main Street Design Committee	residents, staff, City employees	English	it is a vibrant place to be - much variety. I love the old building and its established fell - that should be built upon. It's like a little city with a city and it's international feel is also one of its strong points. A few more transitional businesse	Its too dirty. People litter - they should be shamed to be citizens and to care more!! Take more pride.	Underground utilities on Fruitvale.	q5; interesting, but conflicts with BART q6: lots of old people in neighborhood q7a: with plants q9d: a few are necessary q12: ok, if its tasteful q14: if they are tasteful q17: I'm so TIRED of banners
Main Street Design Committee	residents, staff, City employees	English	b	b	b	none
Main Street Design Committee	residents, staff, City employees	English	ethnicity, community feel	distastefull stuff shown outdoors litter	keep it clean change sidewalk	none
Main Street Design Committee	residents, staff, City employees	English	the possibility	lack of unity between races crime cleanliness	new sidewalks	none
Main Street Design Committee	residents, staff, City employees	English	I like the activity on street. There are always a lot of people. The new facades.	The streets and sidewalks are dirty and need to be cleaned.	Clean it! Underground utilities on Fruitvale Ave. Improve crosswalk areas so traffic will slow down.	q9f: need to improve how they are
Main Street Design Committee	residents, staff, City employees	English	That it's like being in Mexico without the airfare.	dirty, bad signage, drugs, crime	widen sidewalks add meridian with trees provide outdoor sitting with trees	q12: merchandise has to be arranged and displayed pleasantly
Foothill Meadows clean up	residents	Spanish	b	b	b	none

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Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
Foothill Meadows clean up	residents	Spanish	que la calle es ancha que la gente camina las lamparas decorativas	lo repetido de los negocios que abstrullan la banqueta con mercancia lo sucio de la calle! Los letrero chillantes para anunciar el negocio	plantar flores en las cajetes de los arboles o sea al rededor. Que no dejen tanto bultos de periodico en donde quisa el aire sapla y lo niega en la calle	none
Foothill Meadows clean up	residents	Spanish	b	que ay mucho trafico y no ay estacionamiento	ber que la gente no tire basura	none
Foothill Meadows clean up	residents	Spanish	b	b	b	none
Foothill Meadows clean up	residents	Spanish	los puestas en la calle	que fumar y usan la droga	b	none
Foothill Meadows clean up	residents	Spanish	los puestos	que fuman y usan droga	b	none
Foothill Meadows clean up	residents	Spanish	las banderas decorativos	que muchas personas van y mean	hacer las banquetas mas grades y en medio de las calles y poner flores y arboles y plantar flores al rederor de los arboles	none
Foothill Meadows clean up	residents	Spanish	now is beautiful street is cleaner, good light	b	b	none
Foothill Meadows clean up	residents	Spanish	me gusta caminar por ay porque caminan muchas personas y me ciento agusto	b	b	none
Foothill Meadows clean up	residents	Spanish	lo que mas me gusta es que debes encuando se limpian calles	muchas personas vagabundas	apoya las acciones comunitarios	none
Foothill Meadows clean up	residents	Spanish	ahora la avenida Internacional esta bonita y mejor luz por las noches	b	b	none
Foothill Meadows clean up	residents	Spanish	ir a caminar las tiendas con los ninos	la falta de limpieza	limpiar arregalr banquetas, parque aderos	none
We Mean Clean Team	youth	English	I like the vending carts	b	b	none

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Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
We Mean Clean Team	youth	English	b	b	b	none
We Mean Clean Team	youth	English	the diversity	people, vendors, store owners should clean their storefronts daily and wash them down	I see improvement now.	none
We Mean Clean Team	youth	English	b	b	more police or private security	none
We Mean Clean Team	youth	English	b	still looks too "trashy"	medians trees blight enforcement	none
We Mean Clean Team	youth	English	b	b	b	none
We Mean Clean Team	youth	English	b	b	b	none
We Mean Clean Team	youth	English	too many police	the prostitutes	b	none
We Mean Clean Team	youth	English	its multicultural	hella busy too many po's (police?)	clean them	none
Jesua Group at St. Eliz's (18-25 years old)	residents	Spanish	por lo pronto no hay algo agradable	la cantidad de personas viciosas en la avenida	una mejor condicionamiento o mantenimientos voluntarios. Hispanos junto con el gobierno de la ciudad.	none
Jesua Group at St. Eliz's (18-25 years old)	residents	Spanish	b	mucha basura muchos carros mucha gente	tener mas vigilancia por las noches	none
Jesua Group at St. Eliz's (18-25 years old)	residents	Spanish	los vendedores ambulantes muchos comercios transportacion (BART y freeway)	sucio, basura trafico contaminacion	mas vigilancia mas limpieza mas orden	better conditions for the street vendors
Jesua Group at St. Eliz's (18-25 years old)	residents	Spanish	b	que quitan las cantinas	que quitan la frontera y las cantinas mas sercanas	none
Jesua Group at St. Eliz's (18-25 years old)	residents	Spanish	que hay muchas tiendas sercu de mi casa	casi no me questa por que hay muchos vagos	Mejorar todo. No se pero mejorar.	none
Jesua Group at St. Eliz's (18-25 years old)	residents	Spanish	que podemos ver mucha gente caminar	siempre hay mucha basura hay bastantes cantinas	trabajar en la limpiesa o pintar lo que se necessite	none

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Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
Jesua Group at St. Eliz's (18-25 years old)	residents	Spanish	lo que me gusta es que actualmente es que toda via pueden pasar los carros osea hay caminos. Que tengan tiendas y tiene el BART muy cerca.	es que tienen muchos "night clubs"	cerrar los night clubs	none
Jesua Group at St. Eliz's (18-25 years old)	residents	Spanish	tiene el BART, freeway cercas y tiene autobuses	manejan muy loco en la noche	arreglar los edificios, arreglar la calle. Decorar la con arboles y plantas.	none
Jesua Group at St. Eliz's (18-25 years old)	residents	Spanish	nada	la drogadiccion y prostitucion	combatir la violencia, drogas y alcohol	none
Jesua Group at St. Eliz's (18-25 years old)	residents	Spanish	que hay mucha transportacion y gente caminando	es que hay mucha basura y no hay mucha vigilancia	ayudar a decorar junto con todos los que esten dispuestos para sacar nuevas ideas	none
Jesua Group at St. Eliz's (18-25 years old)	residents	Spanish	tener vendedores ambulantes de variedades diferentes. La transportacion es buena.	no hay mucha limpieza cantinas necesitamos mas vigilancia	limpieza mas vigilancia referente a los vendedores de drogas mas proteccion para las familias mas control sobre el trafico	q13: ayudarlos a mejorar su aspecto (referente a sus puestos movibles)
Jesua Group at St. Eliz's (18-25 years old)	residents	Spanish	los vendedores ambulantes variedad de restaurantes buena transportacion ambiente familiar	mucha basura las cantinas	limpiarlas quitar las cantinas	q13: ayudarlos a mejorar sus condiciones
Jesua Group at St. Eliz's (18-25 years old)	residents	Spanish	que hay muchos comercios	que hay centros de vicio como tomar mas vigilancia en las calles mas pasos peatonales visibles	que todos camiones crossean mas amables y que los camiones casi todos pudieran traer punta bicicletas	none
Mujeres Unidas y Activas	residents	Spanish	el comercio	que esta sucio	b	none
Mujeres Unidas y Activas	residents	Spanish	sus tiendas comerciales	el bastante trafico y la gente ambulante	ayudaria a la gente ambulante para que ya no vendieran en las calles y pondria una vanqueta el medio de la carretera con flores o plumeras. pintaria las fachadas de casas, negocios y apartamentos mal pintados.	none
Mujeres Unidas y Activas	residents	Spanish	me gusta su comercio	lo que menos me gusta es la basura	promover, para concientizar a las personas que debe estar limpio para tener buena imagen de la ciudad	none

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Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
Mujeres Unidas y Activas	residents	Spanish	que vive mucha gente Latina	la pregunta 13 que a los vendedores les tengan un local para que vendan	cuando tenga la plantar regalos de ver en cuando	none
Mujeres Unidas y Activas	residents	English	b	b	b	none
East 16th residents	residents	English	I love my street, it is so international	the traffic	make it cleaner and safer less cars, more buses. I like to see more feet traffic then cars.	none
East 16th residents	residents	English	near shopping	b	get clothing off streets	none
East 16th residents	residents	English	shopping and BART station close	the streets could be kept cleaner, loitering, drugs	keep them cleaner	none
East 16th residents	residents	English	b	b	b	none
East 16th residents	residents	English	b	b	b	none
East 16th residents	residents	English	sometimes it is quiet	all the garbage	get all the drugs off the street	none
East 16th residents	residents	English	sometimes it is nice and sometimes not	all the bad things	I think it should have more trees	none
Promotores CHE La Clinica	residents	Spanish	entre la 35th Ave y la International if me acina la pequena plaza! Solamente que deberia tener un nombre hispano de qualquier lider comunitario tambien su ambiente familiar me encanta	no suficiente supervision policiaca, y se que el oficial Rudy a hecho un trabajo magnifico pero los malvivientes y basura incrementan	los letreros de tan mal gusto que se encuentran en el lugar cashex y las basura tambien seria formidable juntarnos y mejorar estos aspectos	none
Promotores CHE La Clinica	residents	Spanish	nada	mucha basura, mucha violencia	sembrar un arbol y limpiar la basura y pintar	none
Promotores CHE La Clinica	residents	Spanish	que hay varios servicios cerca y que la calle es muy aucha	hay mucha basura , personas tomadas y drogada por las calle y demaciado trafico	quitar algunos letreros de asiado grandes y brillanites. Poner mas vigilancia.	none
Promotores CHE La Clinica	residents	Spanish	b	b	b	none
Promotores CHE La Clinica	residents	Spanish	que la persona se miran mas amable y todo esta cerca como el BART y el freeway	ver personas abulente en la calle, graffiti, pandillas, venta de drogas, basura	involvemer mas con las comina y cambiar que hayga meno basura. Limpiar los graffiti educar a las persona mas sobre la salud al su hijos.	none
Promotores CHE La Clinica	residents	Spanish	que al mucha gente comunitado	que no limpiar segido	uni me a otras personas para mantener limpia la calle	none

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Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
Promotores CHE La Clinica	residents	Spanish	que es muy ancha la calle y todo queda serca por ejemplo, el bar la parada del bas	mucha basura, no hay mucha vigilancia	quitar letteros que no se mitan vien, plantar un arbol, limpiar, porque hay mucha basura	none
Head Start Parents	residents	Spanish	me gusta ver caminar la gente porque naci yano esta tan solas las calles ilas lamparas	que hay mucha basura y estan muy cochinas las calles	b	none
Head Start Parents	residents	Spanish	b	que esta muy sucia y vagos pidiendo dinero	mantener la calle limpia	none
Head Start Parents	residents	Spanish	las lamparas decorativas	las banquetas estan muy sucias	mantenar las calles limpias pintar las paredes	none
Head Start Parents	residents	Spanish	me gusta las lampara, las banderas, las Estacion del BART	que estan muy sucias las calles, los jardines, muy descuidandos, las paredes muy sucias, descuidodas	tendria mas limpias las calles limipiaria las paredes quitaria las personas que handan sueias en las calles formaria hirupos de personas para limpiar las calles	none
Head Start Parents	residents	Spanish	b	b	b	none
Head Start Parents	residents	Spanish	las lamparas decorativas	que ay muchas personas malvivientes que venden droga y muchos pleitos	tener mas vigilancia para los muchachos tratar de que no aya tantas personas de mala reputacion sobre Internacional pues ay muchos que venden drogas y muchos pleitos ojala pudiera aver mas vigilancia para proteccion de los residentes de Oakland. Limpieza	none
Head Start Parents	residents	Spanish	las lamparas	la basura en la calle los anuncios de las tiendas en la calle	que las personas que se dragan tubieran en lugar donde los a trendan y no que darse dormidos en la calle	none
Head Start Parents	residents	Spanish	las lamparas decorativas	b	me gustaria que estoviera limpia la calle y que no se orinarar en la calle	none

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Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
Head Start Parents	residents	English	variety of stores the pocket park	that is closes down by 7pm each night sections are not very attractive to walk through cars do not always give the right of way to pedestrians	greenery and other projects to beautify and soften the median would be a very big improvement	q2: it's more difficult for cyclists q5: if it eventually connects to BART q8: older people and children get tired, encourages socialization 9d: some of us can't afford cell phones, maybe install the kind that can't be called back 9f: with better de
Head Start Parents	residents	Spanish	me gustan las lamparas decorativas y las banderas pero que se cambien de acuerdo a la estacion. Me gusta vera la comunidad caminando el BART. La facilidad del medio de transporte y comercio	la basura mucha vendimia de droga muy sucio botes de la basura	participar en eventos de mejorar el medio ambiente pintar plantar arboles barrer ayudar en campanas entregar volantes	none
Head Start Parents	residents	Spanish	las lamparas decorativas	tanta bendimia de droga	pondria un poco de mi parte paraque se mantubieran limpias las calles	none
Head Start Parents	residents	Spanish	las lamparas decorativas	tanta violencia y basura	darles unas multas a la gente que se orina en ellas tiran basura y que venden drogas o armas en la calle	none
Head Start Parents	residents	Spanish	nada (nothing)	calles mas limpiasi, que faltan plantas - calles mejores camiones,se paran muy mal estacionados, los camiones mas comodos, nececita mas todoa los cambios que se dice en esta encuesta	ayauda para limpiar o pntar o lo que se necesite para mejorar las calles de Oakland	none
Head Start Parents	residents	Spanish	nada (nothing)	es muy sucio, no hay limpieza	alludar en limpieza pintar en loque se nesecite	none
Head Start Parents	residents	Spanish	que ay mucho que ber y tiendas comida o cosas que uno necesita	que tiran mucha basura	no tirar basura	none
Head Start Parents	residents	Spanish	b	b	b	none
Head Start Parents	residents	Spanish	b	la basura y banquetas	b	none
Head Start Parents	residents	Spanish	b	que ay mucha basura en las banquetas	b	none

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Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
Head Start Parents	residents	Spanish	b	no me gusta porque hay mucha basura en las banquetas	b	none
Head Start Parents	residents	Spanish	b	no me gusta porque hay mucha basura en las banquetas	b	none
Head Start Parents	residents	Spanish	todo lo que se refiere a mis raices Latinas. Para ejemplo: asi como los restaurantes de comida tipica etc.	que por algunas calles se ve mucha basura y se ve muy mal aspecto	b	none
Head Start Parents	residents	Spanish	nada (nothing)	que hay muchas personas de mal aspecto. Sucios y mal holiente y la prostitucion	quitaria las prostitutas y limpiar las calles y quitar tanta persona que se queda dormida en las banquetas borracha, o tanta venta de drogas	none
Head Start Parents	residents	Spanish	hay lugares a donde estan remodelando	mucha vagancia	apoyar las acciones comunitarias	none
Head Start Parents	residents	Spanish	que es amplia	que hay mucho trafico	b	none
Head Start Parents	residents	Spanish	b	b	b	none
Head Start Parents	residents	Spanish	b	b	b	none
Head Start Parents	residents	Spanish	b	b	b	none
Head Start Parents	residents	Spanish	nada, todo esta muy descuidado y destruido las calles muy susios	que hay muchos drogaditos y las calles susias	b	none
Head Start Parents	residents	Spanish	b	b	b	none
De Colores Head Start parents	residents	Spanish	que tiene muchas tiendas don de uno puede salir a biver tirce	no me gusta porque las calles estan muy posudas y creo que seria mejor que estuvieran muy bien anpadimentatda y mas porque es la internacional	tener mas seguridad y tener lugares a donde salir a divertir los ninos	none

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Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
De Colores Head Start parents	residents	Spanish	a mi en lo personal me gusta que siempre andra mucha gente caminando entrado en tiendas y puede andar uno un poco mas tranquilo que en algunas otras calles (always walk with a lot of people on the street entering stores and can walk alone a little more	lo que no me gusta es que veces se ve muchas personas que no andan muy bien de sus sentidos y por eso pasan cosas	fisicamente seria cambias todo lo malo	none
De Colores Head Start parents	residents	Spanish	que hay mas negocios hispanos y que cada vvez hay mas familias llegando a esta area	necesita mas limpieza	que hubiera mas seguido reuniones del vecindario y exponer los problemas mas vecientes y irlos solucionando poco a poco	none
De Colores Head Start parents	residents	Spanish	lo que me gusta es la seguridad que ultimamente se esta brindundo se ven un poco mas los policias asiendo sus rutinca.	lo que no me gusta sobre esta calle son un poco sus banquetas, son pocos comerciantes los que asean sus areas y en parte a los vagabundos que teinen sus necesidades personales y no les importa y hacen un poco de todo.	pudieru ser una voluntaria si se tratara de plantar, barrere, a para muntenes asecida la calle.	none
De Colores Head Start parents	residents	Spanish	que siempre andan caminando familias	que hay mucha seguridad y hay un poco mas de tranquilidad	ayudar a mantener limpia siempre la calle para que todo se vea muy bonito	none
De Colores Head Start parents	residents	Spanish	que los necocios estan teniendo mejor apariensia y gusta de andar caminado con la familia	lo que no me gusta es que no ay ningona orientacion para las personas ciegas (there is no orientation for blind persons)	a mi me gustaria que pusieran como algun sonido, cuado pasan las personas ciegas en los semaforos	none
De Colores Head Start parents	residents	Spanish	que pongran mas seguridad	que no hay mucha corrupcion	b	none
De Colores Head Start parents	residents	Spanish	la seguridad publica	los vendedores de droga que estan por donde quiera y que en lugares esta demasiado sucio. Tambien los conductores que no respetan los lugares de peatones y juegan arrancones.	mantenera siempre limpia	none

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Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
De Colores Head Start parents	residents	Spanish	que hay was vida en calle con la gente y con los comercios	las personas que estan pidendo dinero	no tirar basura en la calle	none
De Colores Head Start parents	residents	Spanish	porque hay varios lugares a donde salir	hay varias personas en grupo bebiendo alcohol y drogas	limpiar la mantenerla mas limpia	none
De Colores Head Start parents	residents	Spanish	en lo personal la gente caminando, la seguridad que hay y la vigilancia policia (seguridad)	los borrachos caminando, la basura	no tirar basura y tratar de enseñar a las personas para que traten de cuidar el vecindario, porque entre todo poniendo un granito de arena podriamos lograrlo	none
De Colores Head Start parents	residents	Spanish	que ya hay mas seguridad	basura y muchos borrachitos	b	none
De Colores Head Start parents	residents	Spanish	que ay mas seguridad camina mucha gente por las calles	que oy parles de calle como mucho pozo	arreglar las calles que este parejar lo corretera	none
De Colores Head Start parents	residents	Spanish	puedo caminar sin problemas	que hay mucha prostitucion	lo que yo haria seria quitar todas las personas que venden drogas	none
De Colores Head Start parents	residents	Spanish	hay mas seguridad policia y actividades de limpieza. Me gustaria que los comerciantes tuvieran la misma decoracion de la fachada de sus comercios	no me gusta la decoracion que viene me gustaria a largo plazo hubiera mas decoracion por toda la internacional		none
De Colores Head Start parents	residents	Spanish	las lamparas	no me gusta que haberes esta muy sucia y hay muchos borrachos	hablaria con la gente para que no tiren basura, y se conserve limpia	none
De Colores Head Start parents	residents	Spanish	se mira que el comercio hispano ha crecido	la inseguridad en las calles	seria muy bueno que hubiera seguridad policia en bicicleta o en caballo como en otras partes ya que con esto habria mas seguridad	none

SSUC Visual Preference Survey Comments

Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
De Colores Head Start parents	residents	Spanish	los colores, que relejau la cultura de la comunidad	gente tirada en la calle durmiendo en la calle la velocidad que resan el trafico al comer us coches o buses	puedan ser las instrucciones (kiosk) en Ingles y Espanol, para ayudar al publico de habla Espanol.	poner mas murales que refflyen la cultura Latina
De Colores Head Start parents	residents	Spanish	b	b	b	none
Fruitvale Head Start parents	residents	Spanish	me gusta que ya enpasaron a remodelar la calle	las banquetas sucias las drogas que toman en publico	salir a limpiar las calles y invitar a los negocios a limpiar sus negocios las "banquetas"	none
Fruitvale Head Start parents	residents	Spanish	lo que me gusto es el estan remodelando las calle international	hay muchos personas vendiendo drogo y may personas borracho	mamar por telefono cuando alguian este ascendo en dividido por la calle	none
Fruitvale Head Start parents	residents	Spanish	que ay oreglato los calles	lo que no me gusta es que ay mucho borracho y mucha basura jueve mucho a orines en los telefonos mucha gente fumando drogas	limpiar los calles oreglarias (sp???)	none
Fruitvale Head Start parents	residents	Spanish	que encontramos todo lo que necesitamos en cuanta a compras	la basura las drogas gente pidiendo dinero borrachos	plantar arboles para mejorar el ambiente	none
Fruitvale Head Start parents	residents	Spanish	que hay unos cambios como en la 35th	drogas, delincuencia, borrachos, basura	limpiar la basura no tirar la basura ayudar a plantar arboles	none
38th Avenue residents	residents, staff, police, city officials	Spanish	b	b	b	none
38th Avenue residents	residents, staff, police, city officials	Spanish	restaurantes	los borrachos y la basura	ser un policia	none
38th Avenue residents	residents, staff, police, city officials	Spanish	b	los perros	b	none
38th Avenue residents	residents, staff, police, city officials	Spanish	variedad de tiendas/restaurantes chicos	trafico	poner arboles	none
38th Avenue residents	residents, staff, police, city officials	Spanish	b	b	b	none

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38th Avenue residents	residents, staff, police, city officials	Spanish	b	b	b	none
38th Avenue residents	residents, staff, police, city officials	Spanish	la comida	los junkies	nuevas banqueta	none
38th Avenue residents	residents, staff, police, city officials	English	the activity	trash in the street	b	none
38th Avenue residents	residents, staff, police, city officials	Spanish	la comida y los restaurantes	crime, los borrachos	b	none
Spanish Spkg Citizens Found	staff	English	busy, thriving diversity of businesses	appearance (cleanliness) some businesses don't belong there (i.e. gas station, hardware store)	change banners frequently (monthly, bimonthly)	none
Spanish Spkg Citizens Found	staff	Spanish	the variety of stores and services available to the multicultural community of Oakland. I like the frequent bus services and easy access. I especially enjoy the sense of community throughout. Keep the vendors.	The sidewalks need repaving. The streets need to be better kept and cleaned more frequently. More trees - street beautification.	I would plant trees and green plants, flowers. More sidewalk space for pedestrians.	none
Spanish Spkg Citizens Found	staff	Spanish	el comercio y el buen servicio de buses el servicio de la baners sus restaurantes con su varided de comida.	el onco a limpieza de sus calles	cacetas en la paradas de buses son importantes mas en el invicino para la rohuse de la lluvia (shelters at bus stops are most important for elderly during the rain???)	none
Spanish Spkg Citizens Found	staff	Spanish	que es en puerto de recuicere para todas las comunidades que forman nuestro vecindario (convivencia), creo que si lo mesoramos obtendremos buenas cosas de ella: tanto para comerciantes, organizaciones y gente en bral(?) (Tambien Turistas)	la suciedad y abandono de alguas calles y la abpalio de la gente para mantener los limpias. Hay eue educar a la gente de nuestr comunidad (ninos) con un buen programa y campana de limpieza con publicidad en los medios de comunicacion.(need a cleanliness	hacer anuncios en lugares publicos para alentar a la gente a mantener limpias las calles (announcement in public places to alert people to maintain clean streets)	the vending carts are good but they need more regulation

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Spanish Spkg Citizens Found	staff	Spanish	que se esta revonando	basura algunos letreros de los comercios	mejorar los frentes de algunas tiendas poner ma botes de basura poner senales sobre no votar basura limpiar mas seguido las calles una fuente arte - murales	none
Spanish Spkg Citizens Found	staff	Spanish	street is wide, allowing traffic not to get congested	street and sidewalks cracked, broken and dirty certain lots have holes and garbage streets, especially cross street Fruitvale, is always congested	blank	overhead signs are enough, don't need sidewalk signs also
Spanish Spkg Citizens Found	staff	Spanish	blank	Lo que menos me gusta es: que en las esquinas hay basura y en algunas las usan como bano para hacer pipi.	Poner mas botes de basura y que cada persona que teine negocios antes de abair lavoran la calle y recoger toda la basura.	none
Spanish Spkg Citizens Found	staff	Spanish	bueno para mi no esta muy limpia necesita mas luces, mas limpieza. Yo creo que necesita mas cuidado en todo.	que mucha gente en la parada del bus esta fumando y tambien esta tomando cerveza en las esquinas.	b	none
Spanish Spkg Citizens Found	staff	Spanish	that is very lively different cultures	how dirty it looks sometimes	clean up!	none
Spanish Spkg Citizens Found	staff	Spanish	stores	the trash and junkies that are always around, it looks very poor	I would clean and renew it. Try to have less graffiti stores repainted colorful large sidewalks pay phone, "how many phones? Every block, every other block?" change the phone design.	none
Spanish Spkg Citizens Found	staff	Spanish	nada (nothing)	No me gusta las lineas largas de trafico que se hacen y como personas que no tengan nada que hacer solo estan parados en esta calle, molestando a los que caminan por la Internacional Blvd.	Empezar a limpiar esta calle come tener cuidado al tirar basura en el piso. Tambien emparejar la calle y poner mas arboles y banderas decorativas.	none

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Spanish Spkg Citizens Found	staff	English	b	too much congestion - traffic too many liquor stores I prefer architectural like Santa Barbara city "museum motif" throughout International Blvd.	need to steam clean constantly to have the area appear clean	q9: how many pay phones, less than what we have now - one or two every 5 blocks. Q13: controlled vendors with public health certified carts, yes. Size is also they key they should all be standard size and not stray from it.
Saint Elizabeth Youth Group	youth	Spanish	blank	blank	blank	none
Saint Elizabeth Youth Group	youth	Spanish	la variedad de personas que podemos encontrar la ciudad en verdad es hermosa. La variedad de locales ya que nos proporciona comodidades come: tiendas, cafeterias, ropa, etc.	Basura, muchos vagos. La basura, mucha gente agresiva que se la pasa en la calle molestando. Oh! Y que casino hay telefonos.	limpiar, barrer, evangelizar regar las plantas y plantar GIRASOLES	none
Saint Elizabeth Youth Group	youth	Spanish	la afuencia etnica, que se concentra ahi (the richness of ethnicities concentrated here)	el descontrol en todo (the overall ???)	asearla ??	none
Saint Elizabeth Youth Group	youth	Spanish	las cosasas decorativas, osea todo lo positivos	La basura y que no se paren muchos drogadictos	que no hubiera basura, limpiar - todo para que se vea muy bonito	none
Saint Elizabeth Youth Group	youth	Spanish	en lo actualidad me gusta por ser una avenida comercial y transitada peatonalmente.	que en la actualida y utimamente se a visto que se esta convirtiendo en una calle de visos de cantina y tiraderos de basura etc.	cooperando ayudando con trabajo	none
Saint Elizabeth Youth Group	youth	Spanish	que tienes todo a ti alance	el exceso de basura tirada en la calle	apoyar sobre los buenos proyectos que tiene la asociacion the Unity Council	none
Saint Elizabeth Youth Group	youth	Spanish	lo el puseo donde trabaja una muchacha que se llama caro.	la basura. Los guainos (winos??), los puestos sucios.	Darles escobas gratis a los comerciantes, none darcelas los de la ciudad. Pagar un barrendero entre todos los comerciantes.	none

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Saint Elizabeth Youth Group	youth	Spanish	solamente que esta cerca del BART y lo multicultural que es.	lo sucio que esta	pondria un bote de basura en cada equina sugeriria la contratacion de mas personal de limpieza colocar mas lomparar para la iluminacion de la calles mejorar la fachada de negocios y edificios a lo largo de la calle	none
Saint Elizabeth Youth Group	youth	Spanish	b	b	blank	none
Saint Elizabeth Youth Group	youth	Spanish	que la ciudad se mantenga mas limpia y sobre todo que ha ya mas stop	blank	mantiendo limpio	none
Saint Elizabeth Youth Group	youth	Spanish	el servicio de bus	no me gusta tanta basura, prostitucion, y alcoholismo	mejorar la basura prohivir la prostitucion	none
Saint Elizabeth Youth Group	youth	Spanish	b	lo que menos me gusta es que hay tanta basura por la donde quiera tirada.	mejorar la basura prohivir la prostitucion	none
Saint Elizabeth Youth Group	youth	Spanish	b	mucha aglomerceion de carros	quitar las cantinas, bares	none
Saint Elizabeth Youth Group	youth	Spanish	b	b	blank	none
Saint Elizabeth Youth Group	youth	Spanish	los bankos, tiendas	mucha basura, prostitucion	la limpieza	none
Saint Elizabeth Youth Group	youth	Spanish	los restaurantes, bankos	las licurerias (liquor stores??)	limpiar las vanquetas (clean the sidewalks??)	
Saint Elizabeth Youth Group	youth	English	you can walk along the street and you can easily go from store to store. Another thing you can meet a lot of people different races, different cultures	not enough street lights on International Blvd. Cars running fast because there is not enough stop signs or lights.	I would try to change no only one street but change the whole city. Our city should not be judge by one street but by the entire city.	none
Saint Elizabeth Youth Group	youth	Spanish	la variedad de servicios que podemos encontrar, como bancos, tiendas de ropa, de calzado, restaurantes, groceries, etc.	la prostitucion, el graffiti, el exceso de basura	pondria camara de video para detectar a las personas que roban o causan danos al publico o destruyen.	none
Saint Elizabeth Youth Group	youth	English	nothing	too many drugs, vandalism and prostitutes	clean the street more often	none

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Saint Elizabeth Youth Group	youth	Spanish	me gustan las tiendas comerciales	la prostitucion	barrer el pavimento y las banquetas (sweep pavement and sidewalks)	none
Saint Elizabeth Youth Group	youth	Spanish	que estan remo delando los edificios (almenos los estan pintando) espero y les sirva de mucho estos cuestionarios.	mucha prostitucion, bandalismo, esta sucia, no hay mucha seguridad, carrena lampanas...	limpiar las paredes de los grafitis poner mas seguridad quitar lose edificios que lla estan viejos quitar los anuncios de las banquetas limpiar las calles ayudar al que tenga la intencion de limpiar las calles y haces algo mas por ella.	none
Saint Elizabeth Youth Group	youth	Spanish	el cambio que esta en procesa	el aspecto de los negocios (fachatas)	no tirar basura	none
Promotores de la Clinica de la Raza	residents	Spanish	que hay bastante comercio (has enough businesses)	ver tanto drogdicto (see so much drug addicts)	pedirle a personas que tiran basura que traten de esperarse a encontrar un bote de basura. (ask litterers to please throw their trash in the garbage can)	none
Promotores de la Clinica de la Raza	residents	Spanish	nada (nothing)	que hay mucha prostitucion y drogas y basura (has a lot of prostitution, drugs and trash)	sembrar arboles (plant trees)	
Promotores de la Clinica de la Raza	residents	Spanish	los festivales (the festivals)	ay muchas drogas, muchoa basura (too much drugs and garbage)	quidar la calle de no tirar basura (rid the of litter??)	none
Promotores de la Clinica de la Raza	residents	Spanish	los festivales (the festivals)	la basura y los borrachos, prostitucion (trash, drunks and prostitution)	alludar a que no se tire la basura (teach others not to litter)	none
Promotores de la Clinica de la Raza	residents	Spanish	los festivales (the festivals)	basura	alludar a no tirar basura (teach others not to litter)	none
Promotores de la Clinica de la Raza	residents	Spanish	han mejorado mucho los comercios on cuanto fachadas. Los festivales que organizan. (façade improvements and festivals)	que esta muy sucia (very dirty)	mantener mas limpia (keep it clean)	none
Promotores de la Clinica de la Raza	residents	Spanish	variedad de restaurantes y comercios (variety of restaurants and stores)	el grafity - basura en las calles (graffiti and trash in streets)	las policias en las calles (police in the streets)	none

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Promotores de la Clinica de la Raza	residents	English	the street pavement	the fact that there is no crowd control. No youth centers and no regulation on how the vendors conduct. Change the name to a Latino role model.	I would put crosswalks with time lights and sensed on the fact that somebody presses the button	none
Promotores de la Clinica de la Raza	residents	Spanish	b	b	blank	none
Promotores de la Clinica de la Raza	residents	Spanish	n/a	los edificios estan ?? Y sucios (buildings are ?? And dirty)	remodelar los edificios (remodel the buildings)	none
Promotores de la Clinica de la Raza	residents	Spanish	mucho comercio y restaurantes (a lot of stores and restaurants)	prostitucion (prostitution) el nombre de la calle (the number of streets)	hacer que todos los duenos barran sus propiedades (have all the landlords sweep their properties)	none
Casa en Casa (Parents de Lazear School)	residents	English	what I like the most is that there is always some out there walking cause it has a little bit of everything	what I like least is the sidewalk it needs a lot of work and also the garbage	clean the street and work on the sidewalks	none
Casa en Casa (Parents de Lazear School)	residents	Spanish	me gustan los salones belleza y las tiendas	no me gusta como manejan y que hay mucho trafico	ayudar para mantener la calle limpia	none
Casa en Casa (Parents de Lazear School)	residents	Spanish	sus centros comerciales la escuela secundario	que hubiero menos trafico	si hubiero algen terremoto participar, o ayudar en lo que pueda. Que pusieran luces paro pasar la gente para caminar donde no las hay. (put in crosswalk lights where there are none)	none
Casa en Casa (Parents de Lazear School)	residents	Spanish	que lean echo barios arregos	que redus can un poco el trafico	poder ca yu dan ajuntar basura	none
Casa en Casa (Parents de Lazear School)	residents	Spanish	que le an echo areglos a la calle	el trafico	tratar de mantener limpio	none
Casa en Casa (Parents de Lazear School)	residents	Spanish	ami no me gusta nada	I don't like is a lot of homelss or drunks with hangovers. Too much traffic.	It I had the time I would like to walk in the streets and feel safe. Maybe put police on foot and clean up more wash the corners of sidewalk so it will not smell like urine.	none

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Casa en Casa (Parents de Lazear School)	residents	English	The thing I like most about International Blvd currently is all the stores and people you see. I also like the taco trucks.	The thing I like least about International Blvd is how it looks and there is a lot going on that's not really good. Some of the stores look really bad and the streets sometime looks unsafe. There's also nowhere to cruise around here. There's nothing on	I would have a clean up crew or even have more events held on International Blvd.	none
Casa en Casa (Parents de Lazear School)	residents	Spanish	ami me gusta de la Internacional que pusieron la escuela charter school	no me gusta el trafico	abar con la gente que no tire basura	none
Casa en Casa (Parents de Lazear School)	residents	Spanish	no me gusta nada	me gusta que no pase casi trafico	hablar con la gente que no tire basuras	none
Casa en Casa (Parents de Lazear School)	residents	Spanish	el centro comercial	el mucho trafico	organisar la basura	none
Casa en Casa (Parents de Lazear School)	residents	Spanish	que siempre hay gente y la escuela que acaban de abrir en la 30th y International	las calles muy anchas y mucho trafico	organizar una limpieza y limpiar el grafiti	none
Casa en Casa (Parents de Lazear School)	residents	Spanish	most of the stores are close so you don't really have to drive	sometimes too much panhandlers or people just standing in the corners. The streets are ??? Too much traffic, sometimes too much garbage	have a cleaning committee or have the store owners clean their areas. Some already do, but they need to to a little more. Try not to have people just hanging out.	none
bus riders union	transit users	english	diversity of people and businesses liveliness in some sections, close proximity of stores, businesses, and residents	too wide across with no median strip, too many vacant and/or unkept up properies	widen sidewalks, put in planted median, improve bus stops with sidewalk bulbs and shelters	
bus riders union	transit users	english	b	I don't know international blvd itself but had a walk around fruitvale BART and found the general area pedestrian hostile	b	
bus riders union	transit users	english	lots of pedestrians	double parking blocks bike & transit traffic, endagers bikers and slows down busses	eliminate parallel parking and install bike paths	
bus riders union	transit users	english	I never go there	b	put things there I would go to	
bus riders union	transit users	english	the variety of people and shops	too crowded and dirty	eliminate all automobiles	

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bus riders union	transit users	english	good place to tun and bus	too much traffic	ban parking	
pueblos unidos	residents NCPD	english	b	b	b	
pueblos unidos	residents NCPD	english	b	b	I thank we need change in 2000!	
pueblos unidos	residents NCPD	english	the resturants	the litter and the drunks & prostitutes	better ligiting and widen sidewalks	
pueblos unidos	residents NCPD	english	diversity of storefronts, pockets or segments of pedestrian oriented activity, sense of passage through different neighborhoods along international sense of place sometimes, color and vibrancy along certain sections of street	dirty	clean the sidewalks	
pueblos unidos	residents NCPD	english	b	it needs more cleaning by merchants outside their business	b	
fruvale action tea	residents & merchants	spanish	que tiene mucha gente caminando	la vasura y el poricmento	guardias en la calle para dar multa a las personas que tiren vasura	
fruvale action tea	residents & merchants	spanish	el mobimiento de personas y negocios que ay lamporas vonitor aboles	la vasura, en muy malas condiciones el pabimento	un guardia que de multas de vasura que tiren	
fruvale action tea	residents & merchants	spanish	b	b	b	
fruvale action tea	residents & merchants	spanish	la calle es muy ancha	la basura, las banquetas sucias	limpiar las aceras, plantar arboles, reubicar a las vendedores ambulantes	
fruvale action tea	residents & merchants	spanish	la deversidad de negocios y la actividad que se ye en la calle	la basura, fachadas feas y calle en mal estado hacen falta buenas lineas para cruzar y bicicletas	plantor arboles, y lo que este en mis manos	
fruvale action tea	residents & merchants	spanish	las lamparas	que hay muchos hollos y que braduras en el pavimento	que los oficiales empiezen a infraccionar a las personas que toran basura y pintar en las paredes	
fruvale action tea	residents & merchants	spanish	que es muy conosida	que en unas partes es muy susia	correr la voz en tener la limpia	
fruvale action tea	residents & merchants	english	the activity. The life. The different business	I no longer like the fruitvale banners, the obious crime, the litter, the billboards, the neglected business fronts	plant trees, steam clean the sidewalks, remove problem telephones, remove bill boards	my concern is jaywalking mediun will serve as an island

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fruivale action tea	residents & merchants	spanish	b	b	b	
fruivale action tea	residents & merchants	spanish	todo esta muy bien	los vendedores de comida	poner mas luz	
fruivale action tea	residents & merchants	spanish	la gente	la basura	poder castigar a persona que tiren basura	
promotoras de salud	staff/board residents	spanish	mucho negocio, el contacto con nuestra gente encontrar que no hay gente reunida en botita para hacer tanto dano. Mejores fachadas, me gusta fruitvale gracias por los talleres y opr todo lo que hacen	creo que hace falta mas seguridad a caballo o caminando tambien que pongas mucha flores muchas y mas amistosos los de los negocios	univnos en ayudar a cuidar los arboles tambien a limpiar tambier univnos en grupo para	
promotoras de salud	staff/board residents	spanish	la variedad de tiesidas, que haya muchas simafores ayuda el peaton, que las tiendas ya arregiando (plantando, remodelando), que hasta de muche se "vida" por las restaurantes	la suciedad, deven de limpiar en agua caliente de presion alta para limpiar las banquetas, deve de haber mas flores y arboaes, no quiero que hay mas cornativas, tempor que admiten tanta tienda que tiene mismas cosas que todas las demas	aydar a plantar flores #1 con que no impidad trafico conque no bloquea la vist delos choferes	q8d: anuncio feos! (existing benches are ugly) q9d: pero no se necesitan tantos (not necessary to have so many phones) q15: mejor que construyen algo parecida a "la estrella" que las ventarors se abreu a dar la elusion de estar en la banqueta
promotoras de salud	staff/board residents	spanish	mucho comercio, serea la estacion del bar	mujeres prostitutas, gente pidiendo dinero	no tirar basura	
promotoras de salud	staff/board residents	spanish	que hay mucho conorao latinos que hay mucha jente latina, todo esta ala ? Las peradas del auto bus	mas seguridad ? Traffico	cooperar no tirar basuras en la calle	
promotoras de salud	staff/board residents	spanish	comercios, bar serca, igusia, bus escuela juntas, gente paisans	gente vagbundo, la male fuma de la calle 14	colavorar para lo que se decea hacer, si banos o alguien que tire basara llamarla	q4: ladrillo (brick)
promotoras de salud	staff/board residents	spanish	me gusta ver los negocion y la gente latina cominando porque ver la gente tambien binda seguridad	ami no me gustan los vagabundos los negros	yo guitaria a todos los moreno caperadia o yebar agua para los arboles poner arboles	
promotoras de salud	staff/board residents	spanish	me gusta ver mas gente caminado y ver muchas tiendas	b	b	
promotoras de salud	staff/board residents	spanish	que es un aola comercial, acceso a autobuses y otra transporte	negocios en la banqueta banquetas sucias y no parejas, prostitucion, drogas	pasaria la barredora todos los dias	

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promotoras de salud	staff/board residents	spanish	me gusta las tiendas, la nuevo parlimentco de las calles, las lamporas decorativa de la 14	que no hay mucha vigilancia de la pabia pora los peatones y pusionos de toman a pu den denen	b	
city employee OPS	pedestrian safety working group	english	pedestrian flow	lots of double parking. Speeding by cars, international blvd is difficult for people with disabilities to access	restripe street to make it 2 lanes (1 in each direction) to slow down traffic, think about priority signal for busses. Consider bike lanes and their traffic calming measures	
city employee OPS	pedestrian safety working group	english	in certain areas it is wide enough to do come restructuring for less through traffic and become pedestrian & bike friendly	too much through traffic! Street trees in sidewalk area use up too much space. The area around the trees are garbage pits and make the area unsightly. Sidewalks are narrow on sections of the street.	slurry seal the streets pavement area to elimiate all street lane, crosswalk and parking painted markings. Realign the street fot 1 lane of traffic each way, a bicycle lane each way, and left turn pockets at intersections with traffic signals. Elimanate so	
head start staff	staff/board	english	that they have a lot of little stores to shop	a lot of trafic and I can't find parking	b	
head start staff	staff/board	english	the variety of stores & food that you can get	its too dirty and people that live here are not proud of the place people need to be folloing rules and order	merchant maintaining the cleaning of the street have signs well marded and more colors to think and feel positive. Have more garbage bins available for people. If trees are too be planted we should think of low maintenance trees like palm other likd trees	
head start staff	staff/board	english	variety food	dirty side walk parking problem missing curbs, signs	police on bides garbage cans parking something for youth children to be busy more active plans for children	
head start staff	staff/board	english	I like public bathroom	water fountains water fire hydrants	safety fence	
head start staff	staff/board	english	the thing that I like most in international blvd is that all the buildings are occupied (there are no boarded up buildings)	the thing that I like least is the accumulation of garbage over night	I would plant more trees and flowers. I would also fix (repave) the streets and collect garbage. (from the time I leave work at 5pm until I arrive at 8am the following morning the streets are littered.) Some of the buildings could stand painting.	

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head start staff	staff/board	english	businesses seem to be progressing more there are more family events taking place	there are not enough youth centers hang out places for kids/teenagers	add self cleaning toilets public, add cafes, add a deli, I believe that if businesses paint their building it would give the area a prrettier view, more police should be on duty in this area, bike patrol	
head start staff	staff/board	english	too busy streets are dirty and smell	people living on street with carts, homeless shelter for women and men, portable toilets, clean gutters	policeman walking beat or bicycle, teen recreation, bowling, skating	
head start staff	staff/board	english	varity food	dirty sidewalk	b	
head start staff	staff/board	english	the ambiance, cultur, the people, diversity	street garbage, parking problem, crime, lack of safety crossing streets, unsafe driving, physical deterioration	public restrooms (self cleaning), cafes,trees, healthy food, mandatory business upkeep (paint, murals, paving), bike lanes, bike patrol	
head start staff	staff/board	english	big selection of shops	parking, dirty	paint shops increase security	
head start staff	staff/board	english	b	too much clothes stores and doesn't offer variety of restaurants, restrooms, street cleaning	put more trees, more safety	
head start staff	staff/board	english	international blvd offers a big selection of shops, conveniently located	parking limitations, lack of safety devices for safe street crossing, call the junkies on the streets	clean up excess trash	
head start staff	staff/board	spanish	que cambia las banderas decocutias	b	mas lipieza en las calle por que esta muy susias mucha basura	
head start staff	staff/board	spanish	que la gente puede caminar los comercios la comida (raspados)	pizza (35yla14) ratones mucha basura gente vendiendo drogas cantinas no hay revision de lgiene en los negocios	si por favor proveen unos benios publicos para que no se oriner en la calle pero que se les de mantenimiento de limpieza participar en proyectos o juntas los venededores ambulantes necesitan trabajar pero deverian tener una licencia y una supervision de s	
head start staff	staff/board	spanish	b	que por donde quiera ay basura todo se ve demasiado sucio donde quiera hule mal you cuando vengo comunando con mis hijos a la escuela hombres horinando en las esquinas sin ningun respeto a los ninos y personas	inbitar a los comersiantes a que nos unamos para darle un mejor aspecto a sus negocios y que barran y junten la basura no que nada mas la tiren debajo de la banqueta ya sue esto los perjudica no solo a ellos sino tambien al medio ambiente	

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Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
head start staff	staff/board	spanish	me gustarra que se pusieran banos publicos pero que se les de mantenimiento para certar que las personas que acostumbran wandar en la calle usar las puerlas o cirboles como banos. Y me gustaia mas vigilancia para evitar el trasito de droga, que se muy not	lo que menos me gusta es que existan bares o cantinas en esta area	darle costante mantenimiento y seguridad dia y noche	
head start staff	staff/board	spanish	b	esto calle no tiene mucha seguridad policiaca	poner mas seguridad policiaca en las calles ya sea en bicicleta caminando o de alguna otra manera, en cuanto a los directorios de informacion es muy importante para nuestra comunidad que los hagan en espanol tambien. Yo siento que si permiten sacar la mer	

SSUC Visual Preference Survey Comments

Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
head start staff	staff/board	spanish	que estuviera limpio, mas informacion, telefonos que siruan, mas arboles y planta, mas seguridad	la basura que hay en las banquetas personas que se dedican a la prostitucion, y que es una mala influencia para nuestros ninios, personas sin hogrer, las lugeres que venden alcohol y cigermos	primero baner todas las calles, para que estuvrera limpio, hacer jardineras para poner muchas flores y plantas, quitar tanta informacion de papel que ponen en las paredes, quitar el grafite	
head start staff	staff/board	spanish	b	b	b	
head start staff	staff/board	spanish	los altimos cambior que se en dando, remodelandre los comucios	hay mullos bares (cautinar y que no hay banos, y)	sobre las bauderas decoratinas. Me gustaria que se pusierao representando las diferentes culturas que hay en nuestra comunidad a de cada pais	
head start staff	staff/board	spanish	nada	de que tengan mas limpio las calles	cambia la bandera. La banderas deben ser de fruta or vegetales	
head start staff	staff/board	spanish	la multiculturalidad y las ganas de mejorar	esta muy, muy suira	poner banos publicos, limpiar mas mas papeleras, mas transporte publico	
head start staff	staff/board	spanish	nada	lo sucio g'siempre esta las calles g'no estan povimentados	limpiar para comengar, mas contral de la policia	q13: nomas g'tengan licericia por la higiene

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Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
other city planners	city of oakland, english zoning div.		vibrant, diverse, level of activity, non-chain store, less formal feel, BART, food, heart of the latin/asian community, ped activity, off price affordable retail fook, nearby institutional uses (schools), montgomery wards building	loud, bad, gavisish signs, over proliferation, competing old, worn, dirty gaps in activity, storefronts, continuous retail car dominated (width, speed, number) deisel busses poor connections to BART auto oriented uses and parking lots lack of interesting ar	gateway trees sign control façade improvements coordinated streetscape, furniture, anemities courtyard, ped ways, plazas (a la S. Barbara) security? Openness of storefronts traffic control. Slow down, re direct through traffic	
other city planners	city of oakland, english zoning div.		its diversity of cultures	unregulated signs, colors, designs etc. anything goes. Appears to be in chaos	provide more uniform and/or consistent elements and building treatents. Give it some order.	
other city planners	city of oakland, english zoning div.		b	b	b	
other city planners	city of oakland, english zoning div.		diversity of storefronts, pockets or segments of pedestrian oriented activity, sense of passage through different neighborhoods along international sense of place sometimes, color and vibrancy along certain sections of street	traffic congestion, confusing signage, lack of continuity, no identifiable image, sense of danger to pedestrians on thorough way portions of international	tree planting, expanded pedestrian sidewalks, improve pedestrian and bicycle safety, develop more residential to support commercial activities along international increase density in land use and safety in activities	
other city planners	city of oakland, english zoning div.		busy lots of people stores variety diversity of stores people	fast traffic dirty trash	clean up trash improve storefronts signage, etc.	
other city planners	city of oakland, english zoning div.		"diversity of culture and range of shops that are able to thrive in part because it is not too successful. One off and intersting businesses can be found here.	blight and crime, perception of crime. Too wide and auto oriented. Lack of focused areas too linear.	landscaping/street scaping to enhance pedestrian scale at specific nodes along blvd.	
other city planners	city of oakland, english zoning div.		clean it up	the trash & people hanging on every corner around liquor stores	clean it up	
other city planners	city of oakland, english zoning div.		keep it clean	b	b	

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Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
other city planners	city of oakland, english zoning div.		the business district is lively	too many run down looking buildings auto repair & sales lots (esp. with chain link fencing) look very bad. It becomes very pedestrian unfriendly in areas (too suburban with auto related fast food, retail venters, set bback too far leaving the sidewalds a	most of internation is in the C-40 zone. This allows any improvement without any design review. Consequently over the years simply horrible features have been allowed. For example, you could build a concrete bock building from property line to property by	q3c: the city needs to rethink its current hands off policies with respect to public right of way. Most cities require dedication of right of way as part of project review. q6: initially shelters will be a maintainance issue. The real issue is that our
other city planners	city of oakland, english zoning div.		b	b	b	q10b: but would rather have a bike lane
other city planners	city of oakland, english zoning div.		it feels chaotic. People are in control rather than institutions or corporations. The charm is in its freedom, taco trucks, auto related businesses next to a medical center, etc. people regulate undesirable land uses.	problems associated with crime, alcoholism, drugs, etc.	on areas that are dynamic already, leave people alone, but improve safety)lights, police, etc) on areas that are problematic, I don't know what you can realistically do, it is about people after all e 14th zzzzzzzzzzz9'international blvd") is an unlighte	
youth	fruitvale ambassadors	english	what I like about it is that.....nothing	what I don't like about international boulevard is that the streets are dirty and very small. Everywhere you look, you'll see trash. Also, there should be more variety of stores.	take down that old building it makes it look ugly	
youth	fruitvale ambassadors	english	its ethnic character. Individualized shops.	drug dealing. Graffitte	provision for public rest-rooms	
youth	fruitvale ambassadors	english	b	b	b	
youth	fruitvale ambassadors	english	the thing I like most is....there are a variety of stores that I can choose from & some merchants are very nice.	I feel that international boulevard is too, crowded with people the streets need cleaning. The sidewalks need to re-done with concret and the sidewald should be wider for pedestrians	building panter & plant move trees, flowers, etc..	

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Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
youth	fruitvale ambassadors	english	what I like the most is that there's a lot of stores and that's good because people like to walk in the streets and go into the stores	what I don't like is that there's too much graffiti and its sometimes to dirty some merchant's don't clean the front of there stores. Also another thing I don't like is the pay phones some don't even work.	I would get a group of teens and start helping to clean around fruitvale.	
youth	fruitvale ambassadors	english	there are a lot of stores, businesses and very diverse people. Fruitvale have a lot of restaurants and malls.	there are not enough parking spaces and the streets are dirty and the sidewalks are too small. There's not enough designs, such as plants and flowers and trees. I don't like people or drug dealers hanging around the street all the time.	to have all the buildings painted and trees, and plants planted. To design signs that are good looking and attractive. To add more colors to the store fronts.	
youth	fruitvale ambassadors	english	I like international blvd. for the many stores they serve you. they have great stores with varieties of foreign foods you can choose from	I don't like people hanging on the streets 24/7. That makes the street look so dirty and crowded	knock down the ugly buildings and build better ones.... Such as the big torn down building on e. 14th and somewhere near goodwill.	
youth	fruitvale ambassadors	english	the thing I like most about international boulevard is that there is a lot of signs	it has a lot of trash and is dirty. These two thing are the least favorite	if I could physically do anything I would pick up trash.	
youth	fruitvale ambassadors	english	there are lots of stores which offer a variety of stupplies. There are places that dedicated for certain age groups to come in & hang out.	there is lots of litter as well as graffiti. At certain hours there is a lot of drug dealing going on.	I'd talk to all of the merchants & tell them about the importance of cleaning up. Also, I would also like to see east 14th as a friendlier place with a better reputation by cutting back on things that give it a bad reputation.	
youth	fruitvale ambassadors	english	variety of shops foot traffic	street too wide for pedestrians traffic too busy	add many of the suggested items in this survey, mak the appearance look like a friendly community & not a highway	
youth	fruitvale ambassadors	english	its changing for the better, most businesses are good, they're becoming attractive, its very cultural, it reminds me of mexico	no parking, litter, gum on sidewalk, too much traffic, no bus shelters	I would lobby for this law that demands that every merchant clean his sidewalk front whether s/he littered or not. If they don't they should be fined.	

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Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
youth	fruitvale ambassadors	english	it reminds me of E.L.A. east los angeles	people darting across the street. Its too dangerous for the pedestrian as well as drivers - especially when little kids are dragged with their parents across unsafe & unmarked crossing spots.	aire a neighborhood clean up crew to pick up trash (or set up a program where people on probation have to clean up the street).	
youth	fruitvale ambassadors	english	the variety of stores/merchants in the fruitvale	the lack of nice restaurants or places to have a good time or drink after work	make it more pedestrian friendly wider sidewalks and slower traffic	
youth	fruitvale ambassadors	english	all the stores and food places, restaurants	every thing	pets all over the sidewalk	
youth	fruitvale ambassadors	english	all the stores and the people walk around	all the garbage on the streets	clean the streets (sidewalks)	
youth	fruitvale ambassadors	english	b	b	the dirtyness, the gum, trash, the homelessness problem	
youth	fruitvale ambassadors	english	variety of shops foot traffic	cluttered & dirty store fronts and sheets cat calls from motorists	median - trees unclutter store fronts widen sidewalks	
youth	fruitvale ambassadors	english	b	b	b	
youth	fruitvale ambassadors	english	theres a lot of stores to go and explore	its really messy, theres a lot of trash	clean it up a lot	
youth	fruitvale ambassadors	spanish	me gust sus tiendas y restuarantes y el savon latino que hay	no me gustas que hay mucha bajura y la b goventud mallrata las paredes las vancas todas royadas y otras cosas que noson representables para international blvd		
e 14th st. merchan	othe various merchants	english	its very lively	lots of gum on the sidewalk	add more trees	
e 14th st. merchan	othe various merchants	english	b	b	b	
e 14th st. merchan	othe various merchants	english	it is a nice place	it is not clean it is not safe	clean it and make it a safer place	
e 14th st. merchan	othe various merchants	english	it seems to have more commerce with the owners and tennants committed to suceed	needs to be cleaner eradicate graffitti	perhaps better traffic signs at busy intersections ie! Derby	

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Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
e 14th st. merchan	othe various merchants	english	b	tree in of in front of bussness	b	
e 14th st. merchan	othe various merchants	english	b	b	b	
e 14th st. merchan	othe various merchants	spanish	que la setan areglando	que se mantiene susia	limpiarlt poner arboles y mantenerla en buenas condiciones	
e 14th st. merchan	othe various merchants	spanish	the salons, restaurants, and is safe. May be ugly but is comfortable and safe.	ugliness, bumpy streets, repair buildings	paintings, street lightings (off streets), holes in the streets	
e 14th st. merchan	othe various merchants	english	b	b	b	
e 14th st. merchan	othe various merchants	english	b	b	b	
e 14th st. merchan	othe various merchants	spanish	more safe	no homeless	more safe	
e 14th st. merchan	othe various merchants	english	b	b	b	
e 14th st. merchan	othe various merchants	english	it sets where your going	too much traffic	keep it cleaner	
e 14th st. merchan	othe various merchants	spanish	b	mucha basura	todos los droga dicion y pandillas	
e 14th st. merchan	othe various merchants	spanish	organisar los dasurenros y los bendedore ambulantes	b	b	
e 14th st. merchan	othe various merchants	english	b	parking is a serious concern, needs improvement, encourage public transportation; cleanliness, grighter atmosphere, local business, cultur, citizens	improve sidewalks, transportation, business assistance	

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Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
e 14th st. merchan	othe various merchants	english	b	b	b	
e 14th st. merchan	othe various merchants	spanish	b	quitar los puestos ambulantes y trocas de long che quitar la prostitucion y vendedones de drogas limpiar la calle mas. Mas vigilancia de pulicia mas seguridad para peatones y regular las carros y sus actividades	b	
e 14th st. merchan	othe various merchants	spanish	more people	people in homeless	keep clean the street	
e 14th st. merchan	othe various merchants	english	customer more parking	cleaning the treet more safety police/patrol ploice station easy access	keep the community safe	
Youth Brigade	youth	Spanish	divecida de tiendas (variety? of stores) Hay muchos restaurantes donae comer (lots of places to eat)	el trafico (traffic) la prostitucion (prostitution) la basura (garbage)	la calle yo plantaria muchos arboles (plant a lot of tree on the street) areglaria los negocios (regulate? the businesses)	none
Youth Brigade	youth	Spanish	las tiendas de comersio (stores)	La gente que hay en la internacional (?) la basura (garbage)	no comentario (no comment)	none
Youth Brigade	youth	Spanish	diversidad, no nomas en la gente si no tambien en los productos y diferente tipo de tiendas (diversity, not only in the people but also in the products and and different types of stores)	que se ve muy sucia en unas parstes (that it looks very dirty in parts)	pintar o limpiar partes de la calle. Poner decoraciones. (paint or clean up parts of the street. Put up decorations)	none

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Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
Youth Brigade	youth	Spanish	hay mas tiendas, banquetas, algunas calles que aperse arreglaron. Que ban arreglar el parque Sanborn. Poquitos arboles. (it has many stores, sidewalks, some streets ?????, ??? Sanborn Park, very little trees)	no hay tanto espacio para caminar, muchas luces del trafico, menos parques, calles sucias, menos trabajos, tambien menos arboles (doesn't have much space for walking, a lot of ?traffic lights?, not enough parks, dirty streets, not enough work and not enough	yo cambiaria las calles y poner mas arboles, menos luces de el trafico, mas parques. Menos trafico. (I would change the streets and put up more trees, less traffic ?lights?, more parks and less traffic.)	none
Youth Brigade	youth	Spanish	Algunas personas no le gusta pero a otra personas si le gusta como a mi me gusta lo que esta en la calle pero que no tiren basura. (some people don't like it, but other persons such as myself, like the street but only without trash)	lo que no me gustan es que tiran basura en la calle y yo pienso que tiren la basura en el basurero (I don't like trash thrown in the street and I think that throwing trash in the trash dump??)	que me goren la calle que no queden quecos (???)	none
NCPC	residents & merchants	spanish	mas negocios	limpiza	b	
NCPC	residents & merchants	english	different races	?	clean it up	
NCPC	residents & merchants	spanish	una fuente	su nombre siempre fue y street	ser voluntaria para la limpieza	
NCPC	residents & merchants	spanish	b	b	b	q16: cesar chaves
NCPC	residents & merchants	spanish	b	b	?	
NCPC	residents & merchants	spanish	no me gusta nada sucio, droga, prosti tu accion	su nombre nuevo siempre fue 14 street	educar publico, residentes ninos, ancianos	q16: cesar chaves
NCPC	residents & merchants	spanish	el cambio en las fachadas de los edificios	las ventas en la calle y mucha basura en la calle	pacificar al comerciante para limpiar la calle	
NCPC	residents & merchants	spanish	b	tanto alrededor ambulante da un aspecto sucio en un vecindario tan importante para el latino, que hoy regalos respectivos! Eh, icko	mas vegetacion de paviccia para que no haya tanto sucio poner muchos a la persona que viven asiera para dar un aspecto lindo y bonito por toda la ciudad	
NCPC	residents & merchants	spanish	deberia estar alli la guardia nacional es necesita haber un gran cambio pero ya!	no me gusta nada es un lugar sucio	limpieza, limpieza y mas limpieza porque toma tanto tiempo proporcionar una steam machine para una calle muy sucia?	

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Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
NCPC	residents & merchants	spanish	b	me gusto el cambio de los fachades dela tienda y en todo por ahora	para mejorar la catarse puedo aser muchas corar	
NCPC	residents & merchants	spanish	su diversidad de personas, productos y mas que nada la poblacion de personas latinas pienso que hay mucha cultura y tenemos que seguir luchando y trabajando juntos para mejorar a la comunidad el programa de los vendedores ambulantes es muy bueno, pero al	la basura	b	
NCPC	residents & merchants	english	the community/cultural atmosphere	unsanitary vending;food stuffs on sidewalk, poor trash receptacles. No seating areas to foster community; poor lighting, unsafge conditions; low law enforcement patrol	make angle parking; safer crossing areas for pedestrians; more grighter lights for safety. Over haul the whole area.	
NCPC	residents & merchants	english	nothing	dirty streets	clean it	
NCPC	residents & merchants	english	that it is thriving	not enough parking	cleaning lighting	
NCPC	residents & merchants	spanish	b	b	b	
Posada de Colores seniors		English	it's being improved	blank	blank	none
Posada de Colores seniors		English	blank	could be improved as of now	blank	none
Posada de Colores seniors		English	blank	blank	make people obey traffic laws	none

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Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
Posada de Colores	seniors	English	businesses	blank	blank	none
Posada de Colores	seniors	English	businesses	blank	blank	none
Posada de Colores	seniors	English	cleanliness good lighting	blank	more security!	none
Posada de Colores	seniors	English	don't like the change of International Boulevard from E. 14th as it is not a Boulevard - too narrow for a Boulevard.	nothing	do away with street vending clean the street and make it look like a Boulevard as named instead of a slum dirty sidewalks crowded with merchandise and beggars	none
Posada de Colores	seniors	English	b	blank	blank	none
Posada de Colores	seniors	English	b	blank	blank	none
Posada de Colores	seniors	English	b	trash, bums, prostitutes	clean up!	none

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Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
Posada de Colores	seniors	English	I like the shops and variety of restaurants	needs a lot of regular cleaning too many vendors	blank	none
Posada de Colores	seniors	Spanish	todo lo que puse esta bien	blank	blank	none
Posada de Colores	seniors	Spanish	que lo que se a buntado esta bien	blank	blank	none
Posada de Colores	seniors	Spanish	b	blank	nada	none
Posada de Colores	seniors	Spanish	Pavimento	blank	blank	none
Posada de Colores	seniors	Spanish	mucho comorsio (a lot of businesses)	mucho ladrones (a lot of thieves)	blank	none
Posada de Colores	seniors	Spanish	b	blank	blank	none
Posada de Colores	seniors	Spanish	el anviente (	los pidiches de dinaro (panhandlers???)	escusados publicos para la gente (public restrooms???)	none

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Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
Posada de Colores	seniors	Spanish	el comercio (stores)	los que piden dinero (panhandlers???)	que toda la gente que no tiene empleo les tenganun entrenamiento (for all the people who don't have work to get training)	none
Posada de Colores	seniors	Spanish	b	blank	blank	none
Posada de Colores	seniors	Spanish	el pavimento	tomadores en la calle (potholes???)	blank	none
Posada de Colores	seniors	Spanish	b	blank	blank	none
Posada de Colores	seniors	English	I like the Hispanic flavor and the variety of shops	keep it clean!	more attention to cars not obeying traffic regulations	none
Posada de Colores	seniors	Spanish	b	blank	blank	none
CalWorks program	residents	Spanish	la banderas decorativos (decorative banners)	la basura en la calle y banquetas no hay arboles (trash in the street and sidewalks, doesn't have trees)	plant trees have plants in macetas more green areas more pedestrian plazas	none

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Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
CalWorks program	residents	Spanish	nada (nothing)	blank	retirar los borrachos y las personas que tienen mal olor y las que recogen botes en las calle que estas personas tenga horas, tambien que no saquen los perros haces sus necesidades en la calle, etc. (take away the drunks and the persons that have bad smel	none
CalWorks program	residents	Spanish	el arreglo de la pista ho carretera nueva. La nueva plasita en la 35th Ave y la Internacional. (????? Track to the new highway??is this the Fruitvale station shopping center?? The new little park (Fruitvale Plaza Park) at 35th and International)	ay mucha bibienda muy deteriorada y basura tirada y calles muy susias de las aseras (has a lot of drinking and deterioration and litter and very dirty streets of the ???)	Poner muchos arboles, mas luz en aharias mas obscuras botes de basura y mas policias sivils cuidanddo el bienestar de la comunidad. (plant a lot of trees, more light in obscured areas, trash cans, more civil police who care about the well-being of the c	none
CalWorks program	residents	Spanish	blank	que no ubiera tanto bandalismos tanto droga por las calles que los carros no corran ton recio por la calle porque a tropellan a la gente. (that so much vandalism and drugs in the streets weren't located here. That the cars would not drive so fast on the	mandaria a todos los borrachos a regenerarse pues se me mal. Todo lo que acen. Que tuiten todas las cantinas de esta area. (to command all the drunks to scold because they are bad. All of them ????? To get rid of all the bars in the area.)	none
CalWorks program	residents	Spanish	blank	blank	blank	none
CalWorks program	residents	Spanish	blank	blank	blank	none
CalWorks program	residents	Spanish	el nuevo pavimento que tiene la calle (the new pavement in the street)	los vendedores ambulantes (street vendors)	mas seguridad en la calle (more security on the street)	none
CalWorks program	residents	Spanish	nada (nothing)	que ay mucha delincuencia y esta muy sucio (it has a lot of crime and it is very dirty)	mas seguridad y limpieza (more security and cleaning up)	none
CalWorks program	residents	Spanish	el nuevo pavimento que pusieron en la calle (new pavement put on the street)	los vendedores ambulantes (street vendors)	mas seguridad de policias (more police)	none

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Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
CalWorks program	residents	Spanish	el nuevo pavimento que pusieron en la calle (new pavement put on the street)	los vendedores ambulantes (street vendors)	mas seguridad de policias (more police)	none
CalWorks program	residents	Spanish	blank	blank	blank	none
Las Bougainvilleas	seniors	Spanish	me gustaria tener mas vijilancia policia y acabar con tanta droga aqui en la international (I would like to get more vigilant police and put an end to so much drugs here on international blvd.)	lo que no me gusta es que ay much droga y much cholo de la escuela que esta aqui en la 12 cuando salen no ay seguridad (too much drugs and gangs from the school that here at noon when they leave and there is no security)	quitar la escuela de aqui de la 12 y quitar las anburgesas que trabajan las 24 horas del dia y tener mas vijilancia policia (stop letting the school out at noon, don't allow the hamburger stand to be open 24 hours a day, and get more vigilant police)	none
Las Bougainvilleas	seniors	Spanish	blank	que controlen mas sobre las personas bagamundas (that there is more control about vagrants)	esejir mucha limpisa gracias (for there to be more cleaning up, thank you)	none
Las Bougainvilleas	seniors	Spanish	blank	que no haiga gente indecente en la calles (that it doesn't have indecent people in the streets)	la limpieza es muy necesaria y no terar la basura en la calle y necesitamos mas vijilancia mas seguridad y que quiten el restaurante de humberges donde se juntan gente escandalose, pues son ?? Peligor se pelean y ponen la musica muy fuerte y no dejan dorm	none
Las Bougainvilleas	seniors	Spanish	blank	blank	blank	none
Las Bougainvilleas	seniors	Spanish	blank	mas control con los vagabundos (more control of the vagrants)	mas limpiesa es muy importante. El lugarde de Gigante donde venden Hamburger que lo quiten porque es un peligro para todas las personas que vivimos en esta area. Por tanto vagabundo que viene a este lugar localisado en la calle International y la 37th A	none

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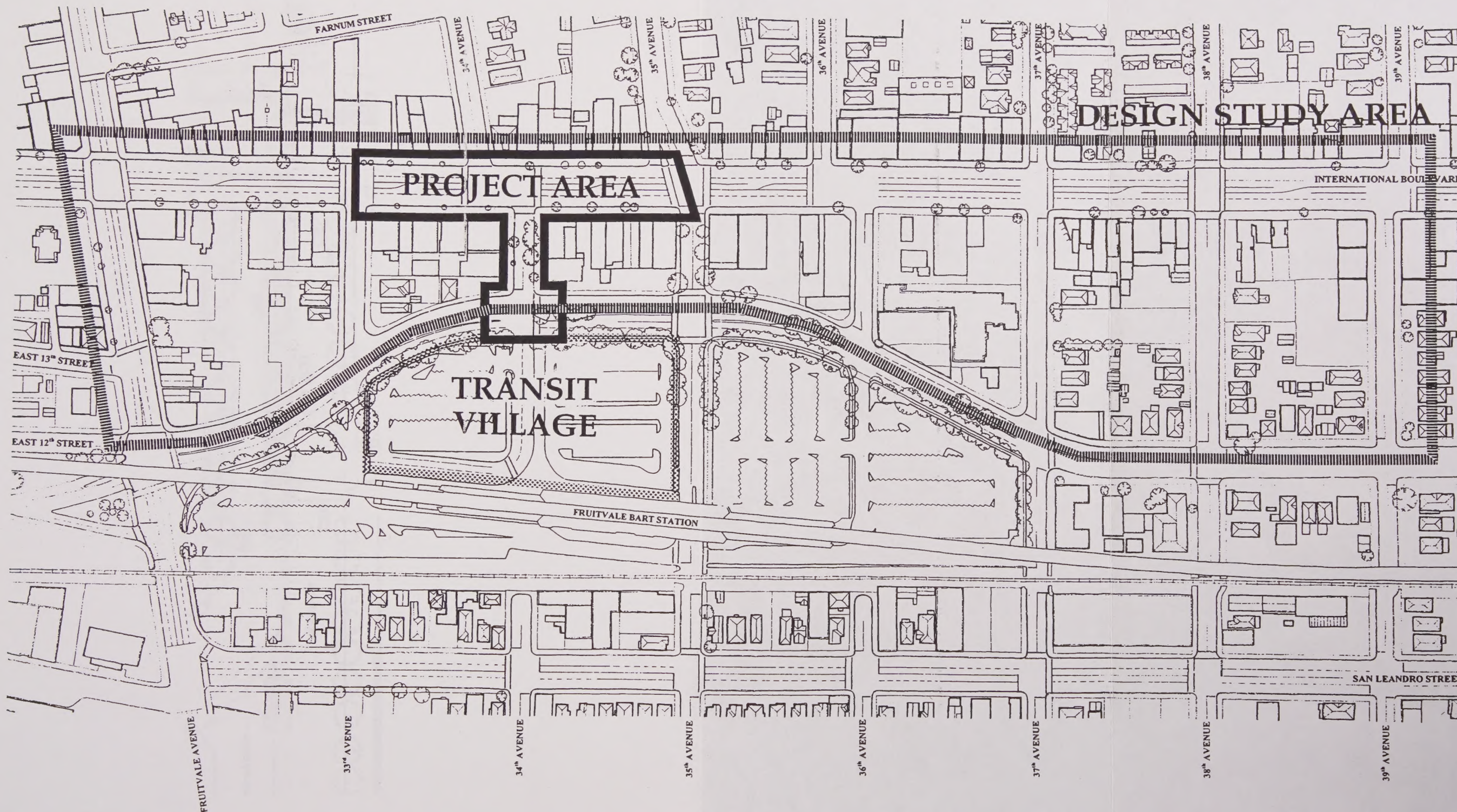
Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
Las Bougainvilleas	seniors	Spanish	blank	Me gustaria que quitaran la venta de hamburguesas de la esquina de la calle 37 y 14 ay mucho rindo por las noches balazos barrachos drogas musica exsajeradamente alta. En fin de semana necesitamos bijilausia mucha alluda de la policia y lo mas pronot desa	blank	none
Las Bougainvilleas	seniors	English	blank	blank	clean the streets	none
Las Bougainvilleas	seniors	English	affordable housing	the dirty sidewalks the hamburger place on 37th & International creates the problem listed: drug dealing, loud talking late at night, loud music, car racing and reckless driving	one block near the Cosmetology School (37th and International) should has a 2 hour zone instead of meters for parking. They are parking near our Senior Housing and creates a problem for visitors and vans for handicap people.	none
Las Bougainvilleas	seniors	Spanish	me gustaria tener mas vijilancia policia y acabar con tanta droga aqui en la international (I would like to get more vigilant police and put an end to so much drugs here on international blvd.)	lo que no me gusta es que ay much droga y much cholo de la escuela que esta aqui en la 12 cuando salen no ay seguridad (too much drugs and gangs from the school that here at noon when they leave and there is no security)	quitar la escuela de aqui de la 12 y quitar las anburgesas que trabajan las 24 horas del dia y tener mas vijilancia policia (stop letting the school out at noon, don't allow the hamburger stand to be open 24 hours a day, and get more vigilant police)	none
Las Bougainvilleas	seniors	English	people are friendly store merchants show courtesy and concern towards the customers	pan handlers prostitutes drug buying on streets	clean the streets have better police protection stop the car racing break up the gangs on the streets	none
Las Bougainvilleas	seniors	English	shopping	noise on the street at 3 and 3:30 am dirt no trees dirty sidewalks drugs prostitutes	sand the sidewalks close down the 1/4 lb. Hamburger place stop the cars from doing the figure 8 and going around in circles in the middle of the night	none
Las Bougainvilleas	seniors	Spanish	blank	blank	blank	none
Las Bougainvilleas	seniors	Spanish	blank	blank	blank	none

SSUC Visual Preference Survey Comments

Survey Group	Pop'n	Lang.	like most	like least	if anything	add'l comments
Las Bougainvilleas	seniors	English	cars and buses can more unobstructed and rapidly	create places for people with no places to meet - lack of "front" rooms to assemble but supervised.	this can only be determined by what a few improvements can do so we could go on from there. See what is an improvement before attempting too much change.	1- with computers, transportation, communications everything has speeded up. Things are faster and speedier. A median with trees would narrow the boulevard and require constant maintenance and you'd be faced in the future with rising salaries. Hard on
Unity Council	staff	English	activity level of street	dirty gum on sidewalks barren	café seating clean sidewalks sense of intimacy	none
Unity Council	staff	English	cultural flavor people	graffiti litter narrow sidewalks	clean it up and keep it clean make it pedestrian friendly	none
Unity Council	staff	English	all kinds of people range & quality of foods improvement of facades reduced impact of liquor stores vibrancy historic architecture	smell of dirt rubbish on sidewalks lack of cleanliness clutter place looks downtrodden diswalk in poor repair in places few street trees poor health of existing trees sidewalk too narrow	increase pedestrian focus of street reduce vehicular volume and speed should not be vehicle free parking should be easy - behind buildings on street is good create enviro conducive to bus/commerce should be nice place to be - healthy trees, benches (clean	none

APPENDIX C:

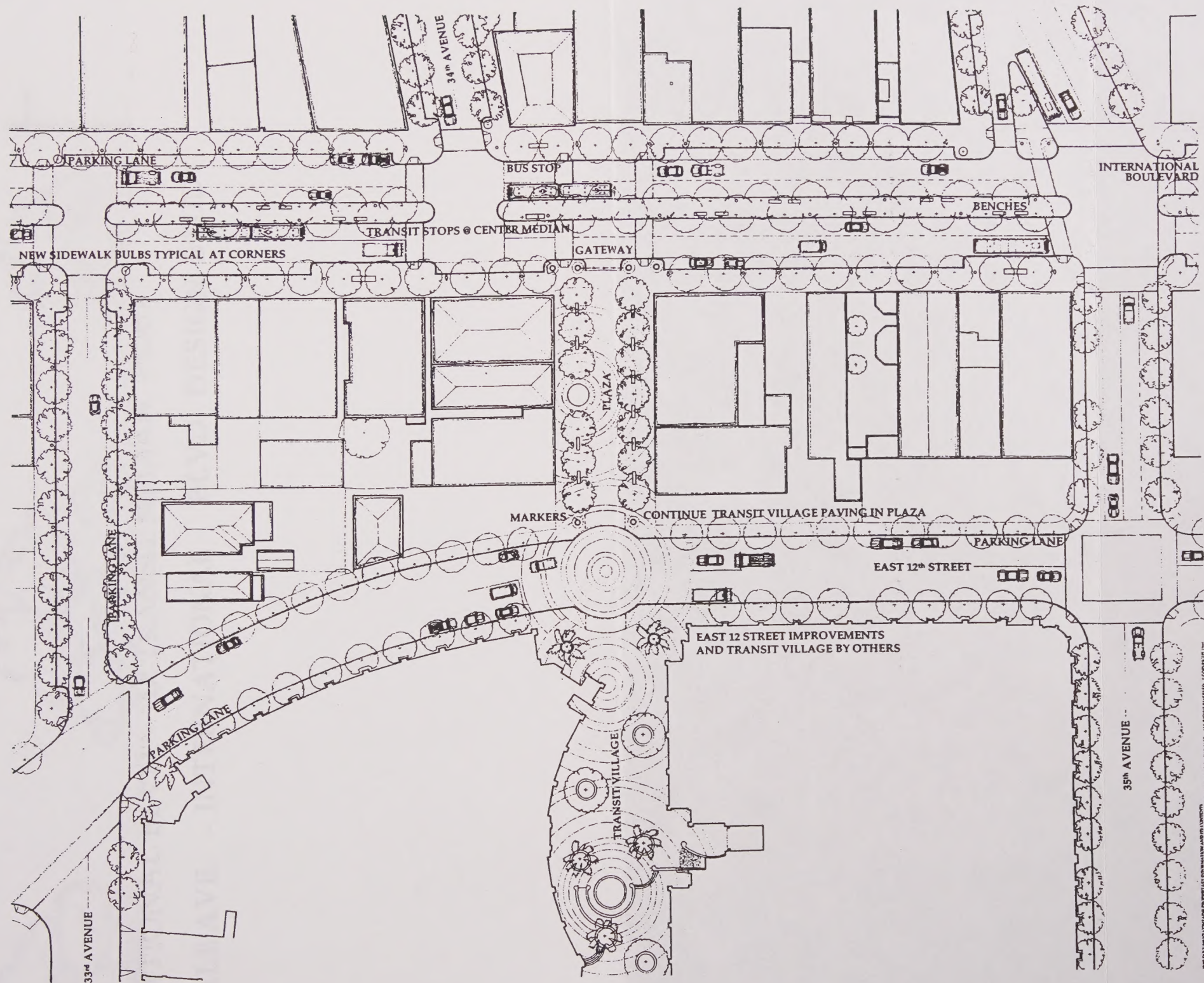
Schematic Drawings



SITE PLAN - EXISTING CONDITIONS

SCALE: 1" = 50'

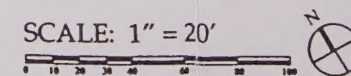
FRUITVALE AVENUE - INTERNATIONAL BOULEVARD DESIGN STUDY

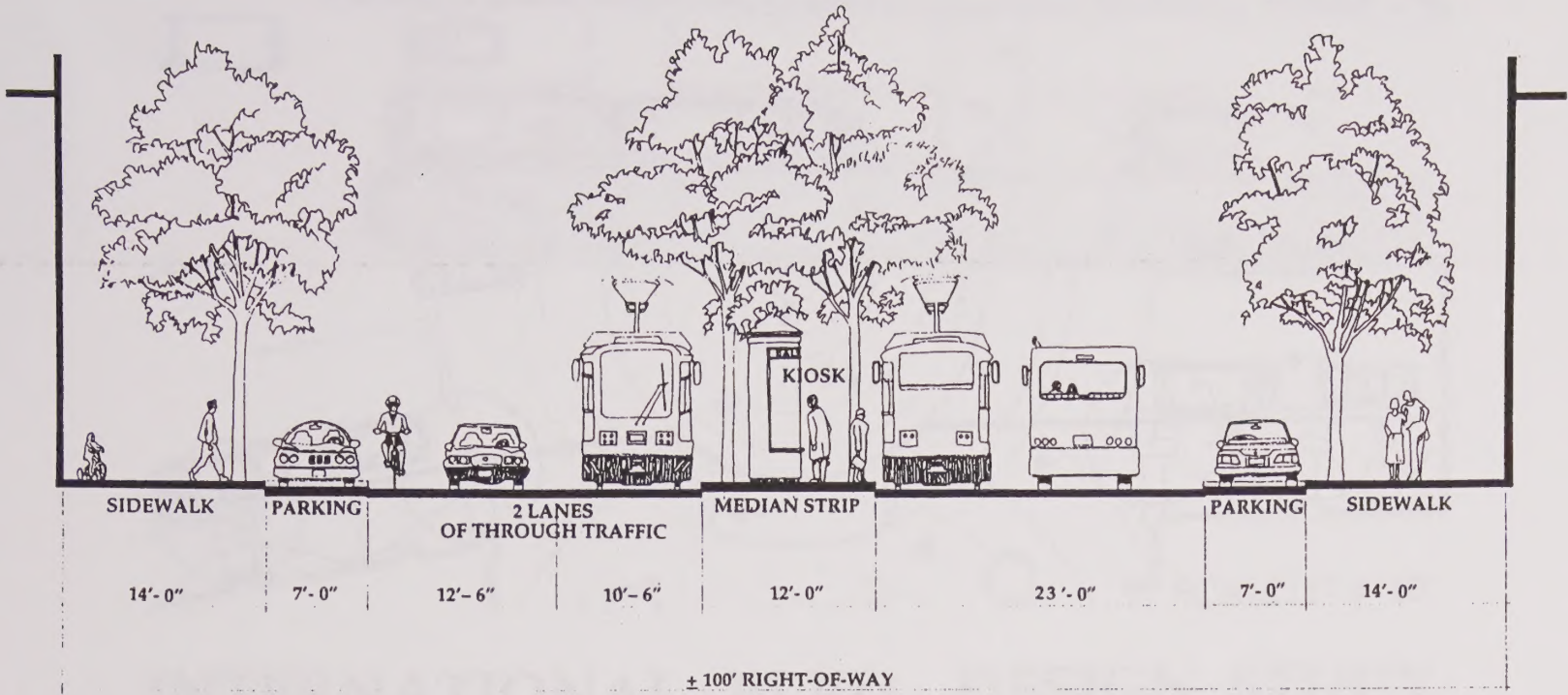


34th AVENUE - INTERNATIONAL BLVD. IMPROVEMENT PROJECT:
 FRUITVALE AVE. - INTERNATIONAL BLVD. DESIGN STUDY

SITE PLAN

SCALE: 1" = 20'

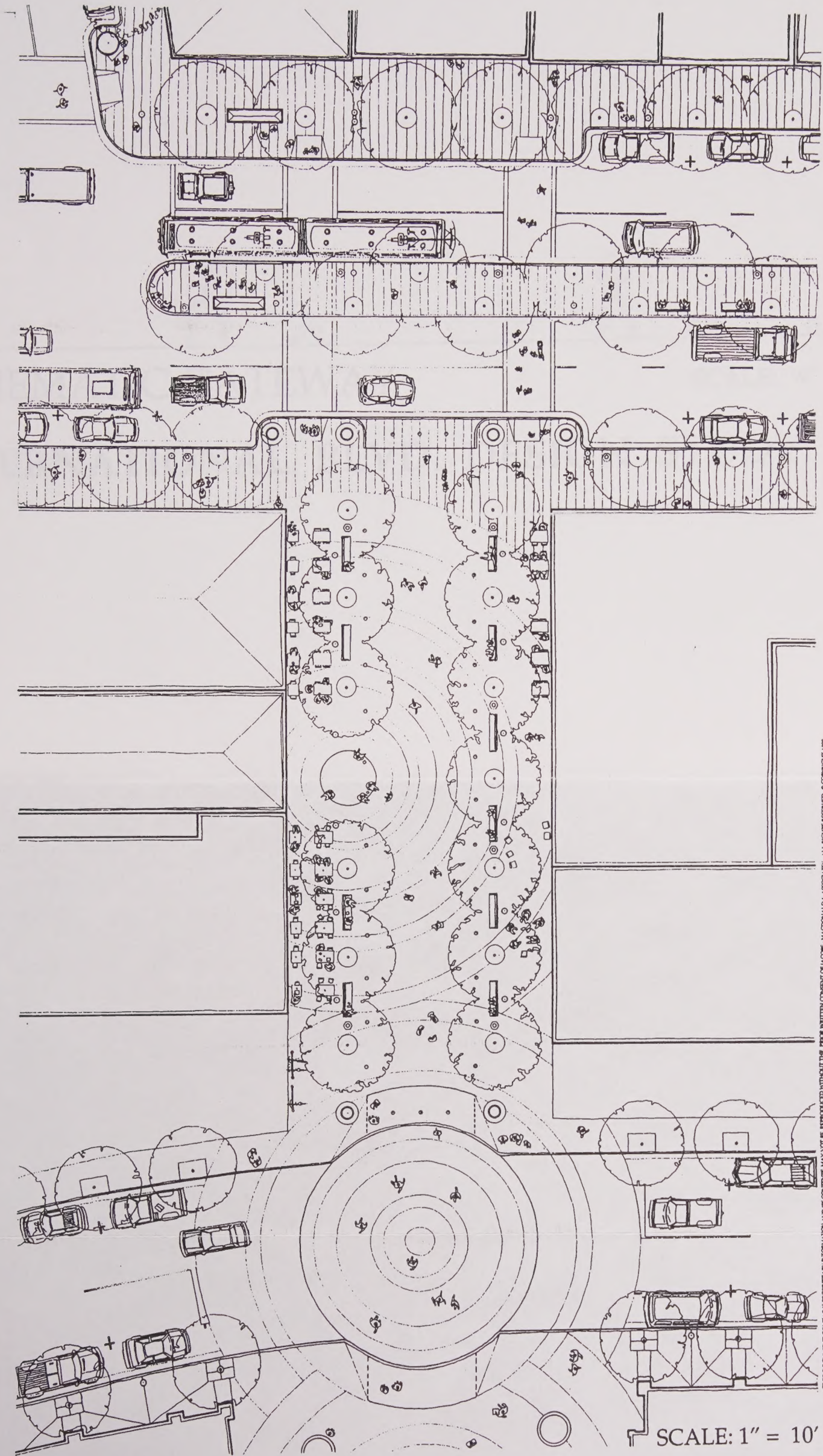




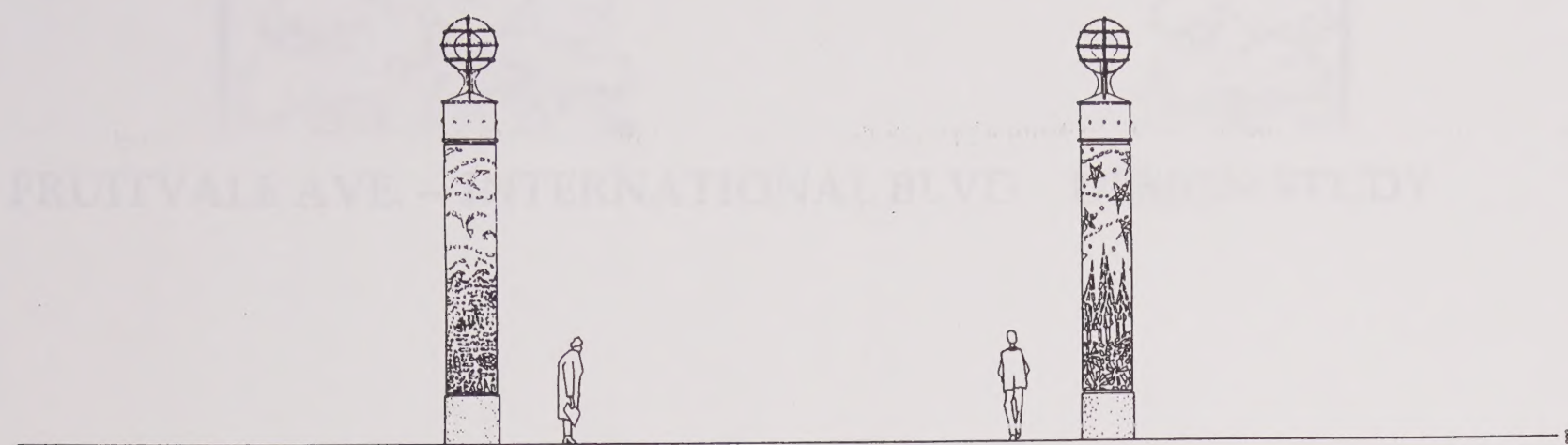
SECTION

SCALE: 1/4" = 1'-0"

INTERNATIONAL BLVD. - D: TRANSIT MEDIAN PLAN
FRUITVALE AVE. - INTERNATIONAL BLVD. DESIGN STUDY



INTERNATIONAL BLVD. DESIGN STUDY



SCHEMATIC MARKERS

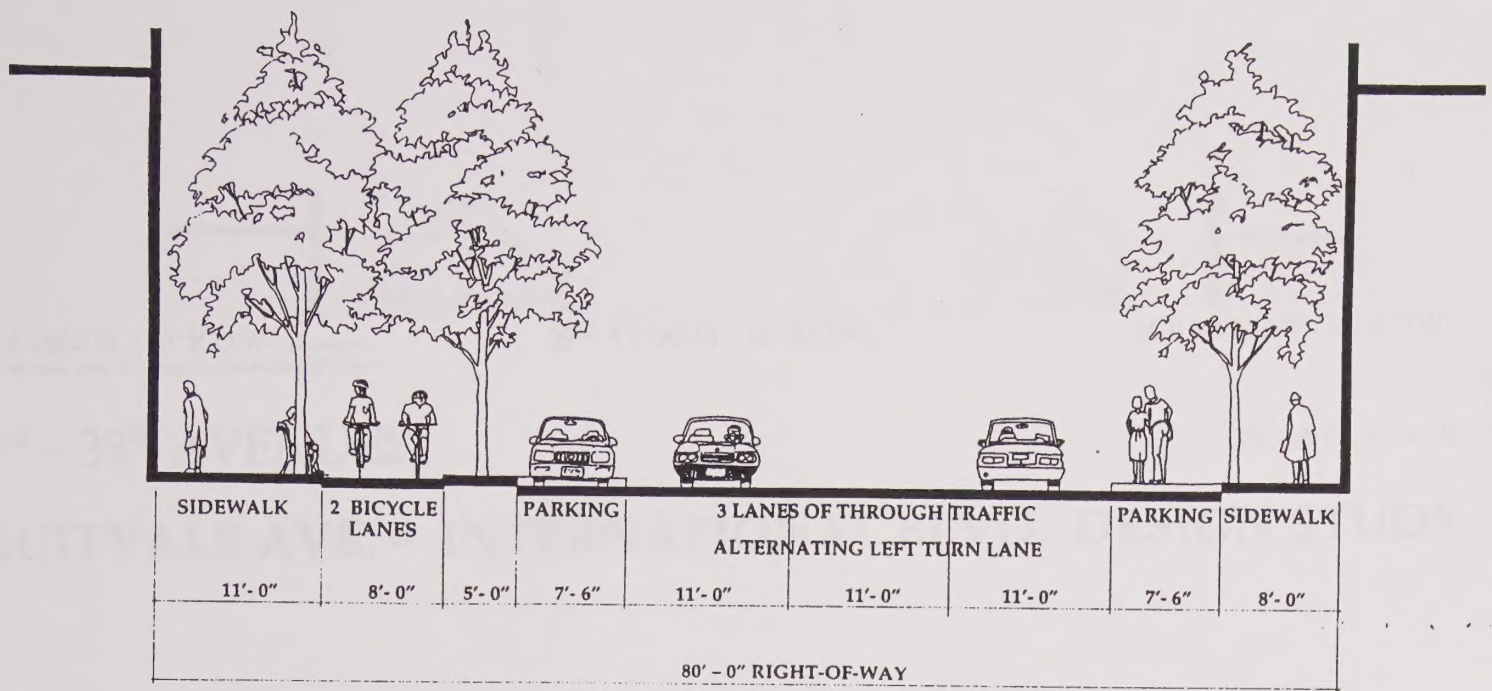


SCHEMATIC GATEWAY

SCALE: $\frac{1}{4}'' = 1' - 0''$

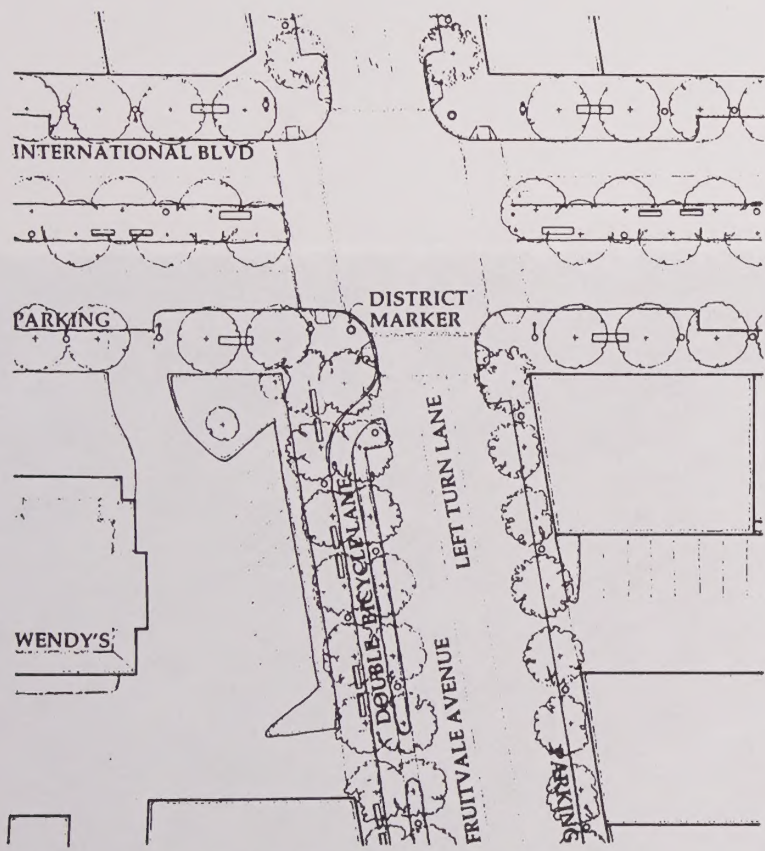
INTERNATIONAL BLVD. DESIGN STUDY

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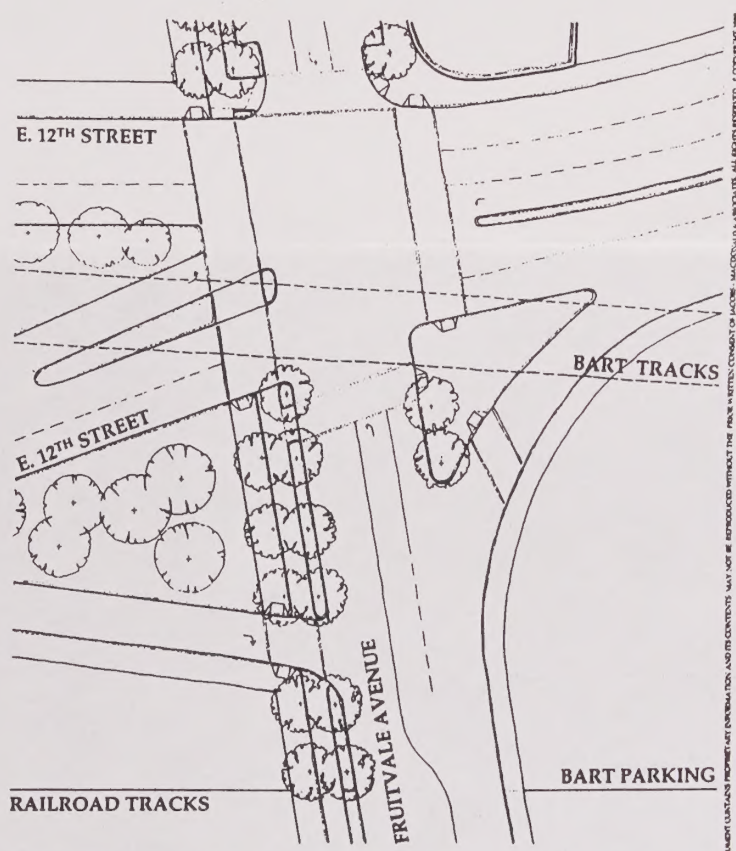


SECTION

SCALE: 1/4" = 1'-0"



FRUITVALE AVE @ INTERNATIONAL BLVD



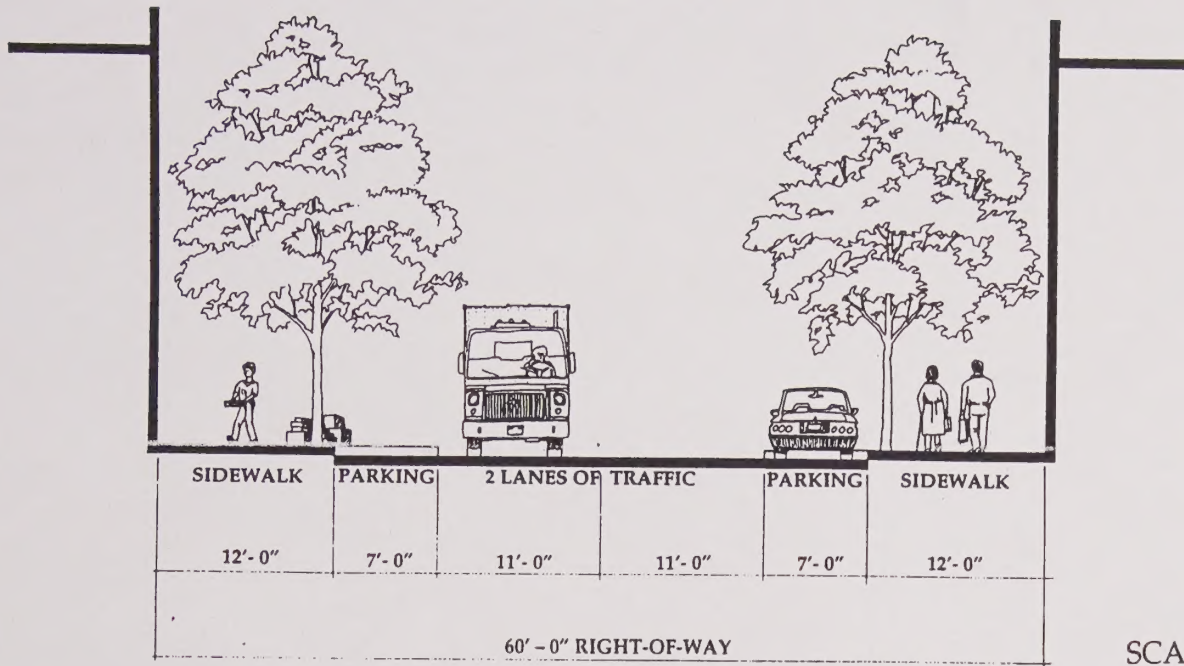
FRUITVALE AVE @ E. 12TH STREET

SCALE: 1" = 20'



FRUITVALE AVENUE

FRUITVALE AVE. – INTERNATIONAL BLVD. DESIGN STUDY

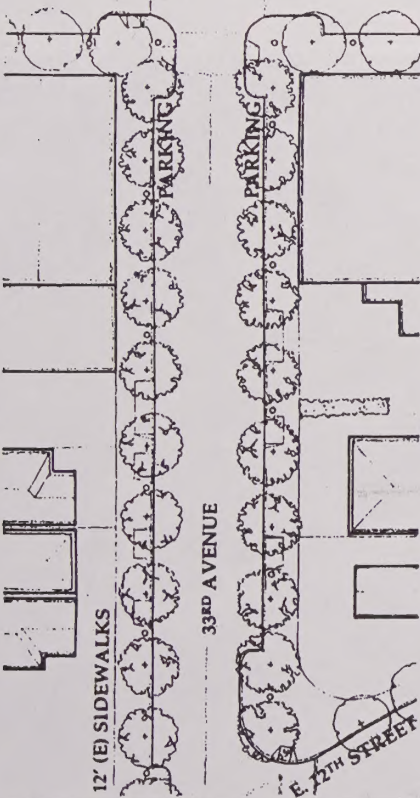


SECTION

1/4" SECTION, SIMILAR FOR 37th, 38th & 39th AVENUES

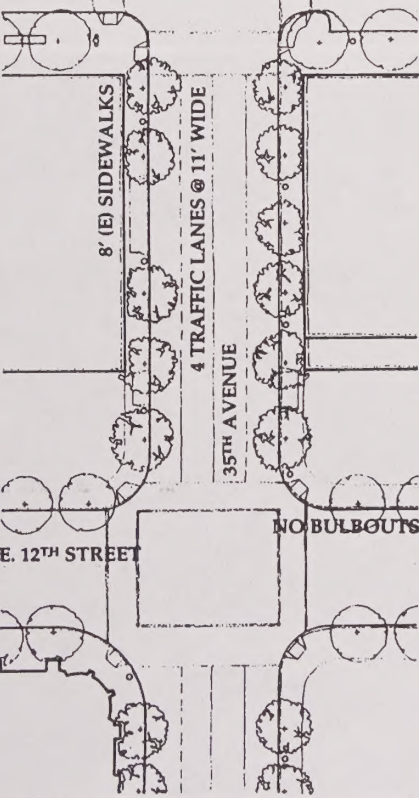
SCALE: 1/4" = 1'-0"

INTERNATIONAL BLVD.



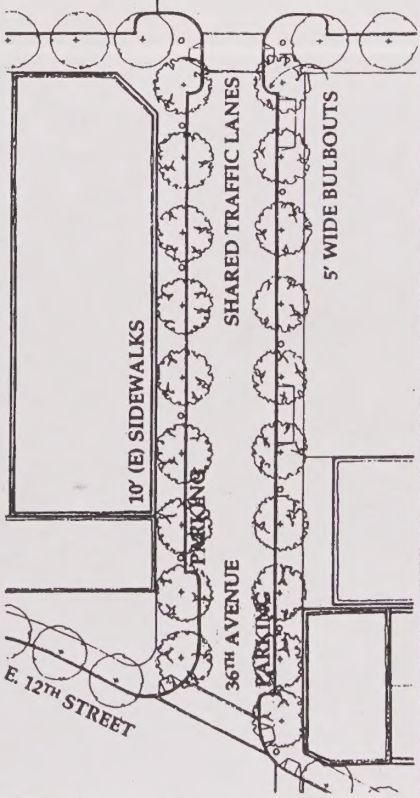
33RD AVENUE - 60' R.O.W. see section above
(37th, 38th & 39th Avenues similar. 39th Avenue w/ 14' sidewalks & reduced asphalt area)

INTERNATIONAL BLVD.



35TH AVENUE - 60' R.O.W.

INTERNATIONAL BLVD.



36TH AVENUE - 50' R.O.W.

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33rd – 39th AVENUES

SCALE: 1" = 20'



FRUITVALE AVE. – INTERNATIONAL BLVD. DESIGN STUDY

APPENDIX D:
Cost Estimate

SCOPE OF THE COST ESTIMATE

This cost estimate has been prepared to inform the Unity Council (formerly the Spanish Speaking Unity Council), of preliminary costs associated with schematic design for roadway and streetscape improvements in the Fruitvale area of Oakland. The estimate is based on the currently approved schematic design alternate (transit median) that was selected through a public participation process and work with the Technical Advisory Committee that was formed to advise this project. Detailed cost estimates should be prepared during the next phase of the project to better inform the client of actual costs.

The estimate has been broken down by block along each street. Along International Boulevard and Fruitvale Avenue, each side of the street and transit median portions have been isolated to assist the client in future bundling of the project. Along the Avenues south of International Boulevard, full roadway and streetscape estimates for both sides of the street have been estimated collectively for each block.

Unit costs for the estimate were collected from other recent cost estimates supplied by the client, the consultant, and the City of Oakland. These unit costs were compared and the most realistic and conservative unit costs were selected for this estimate. Those selected unit costs were then presented to the Oakland Public Works Department for review and acceptance prior to preparation of this estimate.

DESCRIPTION OF THE PROJECT AREA

This estimate includes select roadway and streetscape improvements in the Fruitvale area of Oakland adjacent to the Fruitvale BART Station and Transit Village. The estimate includes partial streets in this area as follows:

International Boulevard: west 150' from the west edge of the ROW along Fruitvale Avenue to the east edge of the ROW along 39th Avenue

Fruitvale Avenue: from 10' north of the ROW along International Boulevard to the north edge of the ROW along East 12th Street

33rd Avenue to 39th Avenue: including all avenues between these two; from the south edge of the ROW along International Boulevard to the north edge of the ROW along East 12th Street.

Plaza and Paved Circle at the Intersection of 34th Avenue and East 12th Street: the estimate includes preliminary costing for the physical link between the new

Fruitvale Transit Village and a new plaza which will occupy the area of the existing 34th Avenue.

The estimate does not include improvements or changes along East 12th Street, along any of the Avenues north of International Boulevard (including Fruitvale Avenue), or along any of the Avenues south of East 12th Street. In addition, this estimate does not include full intersection improvements at 39th Avenue and International Boulevard, nor at the intersection of East 12th Street and Fruitvale Avenue.

Note: no provision has been made within the estimate for the installation of rail or power sources associated with any future light rail development.

ASSUMPTIONS WITHIN THE ESTIMATE

The cost estimates herein have been made during the schematic phase of project preparation, and thus are based on preliminary and cursory design assumptions only. We expect additional instances of refinement prior to the project going out for bids. The following assumptions have been made with regard to the various items and quantities included herein.

Streets and Sidewalks:

1. Asphalt Cutting: it is assumed that asphalt cutting will occur at all new bulbouts, at the new transit median along International Blvd, and where new asphalt wearing surface meets existing roadway surfaces - specifically at the avenues along E.12th Street and International Blvd;

2. Demolition / Clear & Grub: we are assuming that existing roadways will be removed where bulbouts are planned, in addition to existing deteriorating sidewalks which will be replaced. We are not assuming that all curbs and gutters need to be demolished. Only those that need repair should be demolished, which may increase the costs of demolition, upon detailed inspection;

3. Off Hauling Demolition Material: the estimate assumes that all demolished material will be hauled off-site. We have not included the detritus from existing asphalt grinding, however, where new asphalt wearing surfaces will be installed. We assume that both existing sidewalks and inadequate base materials will be removed to be replaced with a more suitable aggregate base – this will be confirmed upon demolition. If suitable base material exists, and does not need to be removed, these amounts will be reduced. These amounts will also be impacted by the conditions of curbs and gutters that need replacement;

4. Existing Asphalt Grinding: at all deteriorating street surfaces which need new surfacing. Assumed only on the numbered Avenues - since Fruitvale and International Blvd have been recently resurfaced and restriped;

5. Asphalt Wearing Surface: see note above for asphalt grinding;

6. 8" Aggregate Base: assumed for placement under all new sidewalks, bulbouts, plazas, curbs and gutters;

7. 6" Curb and Gutter: the estimate assumes new curbs and gutters will be needed at all new bulbouts, street closures (34th Avenue Plaza), and along new interventions at the transit median and along Fruitvale Avenue. 6" by 6" stepped curbs are assumed, along with an 18" gutter;

8. 8" Concrete Vehicle Surface: not used in the estimate, directly, but assumed at the 12th Street @ 34th Avenue paved circle; may be necessary along the 34th Avenue Plaza - but not included in this estimate;

9. 3.5" Concrete / Paver Pedestrian Surface: assumed for use in all new pedestrian areas, sidewalks, bulbouts, plazas, and medians. Standard and integral color concrete and concrete pavers are assumed interchangeably within this item, as called out at new pedestrian areas, along the transit median and in the 34th Avenue Plaza, and at the E.12th Street/34th Avenue paved intersection circle;

9a. East 12th Street Circular Paving: assumed as a lump sum cost, and taken from a cost estimate supplied by the client;

10. Concrete ADA Curb Ramps: assumed at all crosswalks, median crossings, and along the Fruitvale Avenue bikeway to provide surface leveling between surfaces of varying heights;

10a. Public Safety Barriers: assumed along the transit median where people may be waiting at transit stops. These public safety barriers are intended to provide an increased sense of user security between the traffic lanes at the center of International Boulevard. Current thinking provides for a heightened curb and rail system to prevent traffic from hopping the curb onto the median, along with low concrete walls with integrated benches at the terminal points of the transit medians to provide places for social interaction;

11. Traffic Striping & Signage (includes slurry seal); this item is assumed within the estimates for the transit median when the lane groupings will need to be modified. The slurry seal provides for covering up existing traffic striping. We assume this lump sum total will address both directions along International Boulevard. We are not assuming any new traffic striping and signage along the Avenues - where only minimal crosswalk indicator lines will be necessitated, and can easily be provided by the City;

12. Traffic Signalization: only estimated along Fruitvale Avenue and International Boulevard where existing signalization exists and will necessitate change once new roadway improvements and traffic striping are installed;

13. Drainage - Inlet Relocation at Bulbouts: schematic estimates provided only. Detailed survey, location definition and engineering will be required during detailed design, which will provide a better picture of the necessity of these relocations. We are assuming one relocation per block given the new bulbouts at each end of the block;

14. Drainage - Inlet Piping (curb to centerline of street): similar assumptions for this item have been made, vis-a-vis relocations of item no. 13 above;

Landscaping:

15. 36" Box Tree: assumed along all sidewalks, median strips, and bikeways. Sycamores have been assumed along International Boulevard; Jacarandas are assumed in the plaza, along Fruitvale Avenue, and along all other numbered Avenues. The use of these tree species has been discussed with the City Parks Dept / Arborist - and preliminary approval has been given for their use. This estimate also includes all soil amendments, staking, planting, and other planting preparation. The number of trees along the numbered Avenues is estimated at this point and will undoubtedly be revised with further site inspection and detailed design, once curb cuts and specific lot usage is better understood. The number of trees assumed herein is the maximum possible trees along the Avenues, and will likely be reduced, once curbcuts and lot usage are factored into the design;

16. 48" Box Tree: assumed in the 34th Avenue Plaza only (jacarandas). Some consideration for using these larger trees was also given at vulnerable sidewalk and transit median points – but was not included in the estimate. These vulnerable points for tree survival are likely to be located at the terminal points of the transit medians at the center of International Boulevard, and at sidewalk corners where trees are particularly more susceptible to vandalism and urban conditions which threaten the survivability of young trees;

17. Shrub / Ground Cover: only assumed along Fruitvale Avenue in the planting strip to the east of the bikeway, perhaps in place of crushed granite ground cover. This item needs more discussion with the client and the city, with respect to species selection, irrigation, survival possibilities and maintenance provisions;

18. Irrigation Lines: assumed along all new tree planting and ground cover areas. The estimate assumes underground piped irrigation with automatic timing devices;

19. Irrigation Heads: assumed at all tree grates. No provision within the estimate has been made for hosebibs and taps within the public ROW, but will be mandated for proper

cleansing and maintenance of new pedestrian areas. The location of these hosebibs and their distribution will be determined during detailed design;

20. Tree Grates: assumed at all trees planted in hardscape areas along International Boulevard, Fruitvale Avenue, the 34th Avenue Plaza, and along 35th Avenue (which is more heavily trafficked). The estimate assumes iron/metal “D” shaped grates at sidewalk and median edges, and circular grates at the plaza and in freestanding locations within the hardscape. All grates are assumed to provide a minimum diameter of 4’- 0.” No specific design has been assumed at this point, but should be stylistically compatible with the metal light fixtures that have recently been installed along International Boulevard;

21. Crushed Granite Ground Cover: assumed in tree planting wells along the Avenues, and along the Fruitvale Avenue planting strip adjacent to the bikeway;

Street Furniture:

22. Light Post - Double Pedestrian Light: to match existing along International Boulevard;

23. Light Post - Single Pedestrian Light: to specifically provide pedestrian level lighting between the trees and existing double lights along all streets within the project area. Should be stylistically compatible with existing double luminaires along International Boulevard;

24. Conduit & Wiring for Lights: assumed to be undergrounded at all blocks where new lighting is designated;

25. Planter Seat Wall: not used within the estimate.

26. 8’ Bench: assumed along the transit median at International Boulevard. Metal/iron bench with wood slats, fixed to the pavement, should be stylistically compatible with existing luminaires;

27 and 28. Bent Pipe Bike Racks: 8 bike and 2 bike tubular steel “S” and “U” shaped racks, cemented into the pavement; Galvanized steel. Locations along most streets; to be indicated in detailed design;

29. Trash Bin: no specification or location indicated at this time;

30. Bollard: steel, pre-manufactured, removable 3’-6” high bollards in a style compatible with the existing luminaire posts; located primarily at the 34th Avenue Plaza;

31. Kiosk / Bus Shelter: enameled metal, pre-manufactured kiosk and bus shelter system to be located at transit and bus stops, and other specified locations to provide

opportunities for newspaper/necessities sales appropriate to pedestrian and urban life within the Fruitvale area. Kiosks and shelters may need to be wired and serviced with water taps depending on expected use and lighting requirements – utility servicing has not been included within the estimate.

32-35. Gateways, Markers and Podium/Seat: schematic design provided within this design package. Detailed design to be worked out with local artists and craftspersons. Schematic design indicates concrete columns and surfaces to be covered with mosaic tile patterns, and topped with hammered metal light fixtures, signage, and trellis work. The podium at the 34th Avenue Plaza is envisioned as a large pill-shaped concrete seat, whose top surface is covered with mosaic tile, and whose edge is equipped with anti-skating and skateboarding metal tabs. The estimate provides for lump sums only, whose details will be determined at a later design stage;

Public Art:

2% set aside of all hard costs listed above. No specification for the use of these monies have been determined within this project consultancy – but could be directed towards the gateways, markers or podium/seat.

Management Costs:

36. Traffic Control: in general we have assumed 10 days of traffic control for each side of each block, and 20 days of traffic control for each block of transit median strip.

37. Mobilization: 3% of all costs mentioned above - per the direction of the City Public Works Department;

Soft Costs: the estimate assumes a 30% soft cost provision for all design, engineering, contracting, permits and consulting work, along with an overhead provision for the client monitoring the project;

Contingency: the estimate assumes a 20% contingency to account for unforeseen circumstances, and cost changes through the design and construction of the project. No inflation provision has been built into this estimate, and may be taken care of within this line item.

TOTALS

STREET NAME	LF	COST PER LF	ESTIMATE
INTERNATIONAL BLVD: 150 W of Fruitvale to 39th Avenue			
Southside: 150 W of Fruitvale to Fruitvale Avenue	150	1,348	202,196
Southside: Fruitvale Avenue to 33rd Avenue	400	717	286,916
Southside: 33rd to 35th Avenue @ Plaza	587	931	546,513
Southside: 35th to 36th Avenue	275	985	271,011
Southside: 36th to 37th Avenue	296	929	274,972
Southside: 37th to 38th Avenue	288	944	271,984
Southside: 38th to 39th Avenue	290	1,090	316,084
Northside: 150 W of Fruitvale to Fruitvale Avenue	150	923	138,512
Northside: Fruitvale Avenue to 34th Avenue	641	906	580,517
Northside: 34th to 35th Avenue @ Plaza	307	1,190	365,194
Northside: 35th to 36th Avenue	253	1,186	300,044
Northside: 36th to 37th Avenue	376	866	325,699
Northside: 37th to 38th Avenue	286	954	272,830
Northside: 38th to 39th Avenue	312	1,034	322,500
Median: 150 W of Fruitvale to Fruitvale Avenue	150	1,456	218,336
Median: Fruitvale Avenue - 33rd Avenue	390	1,472	573,987
Median: 33rd - 34th Avenue	195	1,350	263,218
Median: 34th - 35th Avenue @ Plaza	355	1,505	534,202
Median: 35th - 36th Avenue	250	1,196	299,120
Median: 36th - 37th Avenue	376	1,062	399,423
Median: 37th - 38th Avenue	286	1,199	342,792
Median: 38th - 39th Avenue	286	1,199	342,792
A: SUBTOTAL FOR INTERNATIONAL BOULEVARD	2525 LF	2,950	7,448,842
FRUITVALE AVENUE: btwn Int'l Blvd & E.12th Street			
Westside of Fruitvale w/ Bikeway	405	2,062	835,199
Eastside of Fruitvale	405	888	359,561
B: SUBTOTAL FOR FRUITVALE AVENUE	405 LF	2,950	1,194,760
34th AVENUE PLAZA: btwn Int'l Blvd & the Transit Village			
34th Avenue Plaza + E. 12th Street Circle	225	3,847	865,583
C: SUBTOTAL FOR THE 34TH AVENUE PLAZA	225 LF	3,847	865,583
THE AVENUES: btwn Int'l Blvd & E.12th Street			
33rd Avenue	250	1,423	355,832
35th Avenue	146	1,119	163,411
36th Avenue	220	1,304	286,826
37th Avenue	375	1,265	474,270
38th Avenue	415	1,227	509,334
39th Avenue w/ extra bulb @ Int'l Blvd	415	1,295	537,455
D: SUBTOTAL FOR THE AVENUES	1821 LF	1,278	2,327,128

TOTAL

11,836,313

International Blvd: 150' W of Fruitvale intersection - southside**LF: ± 150****STREETS & SIDEWALKS**

	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	119	595
2 Demolition / Clear & Grub	0.55	SF	3,107	1,709
3 Off Hauling Demolition Material	50	CY	58	2,900
4 Existing Asphalt Grinding	1	SF	-	-
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	-	-
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	2,943	4,415
7 6" Concrete Curb & Gutter	20	LF	119	2,380
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete / Paver Pedestrian Surface	6	SF	2,705	16,230
9a East 12th Street Circular Paving	-	LS	-	-
10 Concrete ADA Curb Ramp	2,000	EA	2	4,000
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	-	-
12 Traffic Signalization	75,000	per Intersection	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	1	20,000
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	36	3,600

LANDSCAPING

15 36" Box Tree	800	EA	6	4,800
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	180	1,440
19 Irrigation Heads	100	LF	6	600
20 Tree Grates	1,000	EA	6	6,000
21 Crushed Granite Ground Cover	2	SF	-	-

STREET FURNITURE

22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	2	12,000
24 Conduit & Wiring for Lights	2,000	BLK	1	2,000
25 Planter Seat Wall	90	LF	-	-
26 8' Bench	2,000	EA	-	-
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	1	200
29 Trash Bin	600	EA	1	600
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	1	20,000
32 4 Post Gateway	40,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	1	15,000
35 Podium	15,000	EA	-	-

PUBLIC ART

2% of above costs 2,369

MANAGEMENT COSTS

36 Traffic Control	500	per day	10	5,000
37 Mobilization	3%	of all above costs		3,775

A HARDCOST SUBTOTAL ABOVE 129,613**B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A) 38,884****C CONTINGENCY (20% of Lines A + B) 33,699****T TOTAL PROJECT COSTS (Lines A + B + C) 202,196**

International Blvd: Fruitvale Ave to 33rd Ave - southside**Linear Feet: 400****STREETS & SIDEWALKS**

	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	156	780
2 Demolition / Clear & Grub	0.55	SF	6,245	3,435
3 Off Hauling Demolition Material	50	CY	116	5,800
4 Existing Asphalt Grinding	1	SF	-	-
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	-	-
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	6,285	9,428
7 6" Concrete Curb & Gutter	20	LF	156	3,120
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete / Paver Pedestrian Surface	6	SF	5,973	35,838
9a East 12th Street Circular Paving	-	LS	-	-
10 Concrete ADA Curb Ramp	2,000	EA	4	8,000
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	-	-
12 Traffic Signalization	75,000	per Intersection	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	1	20,000
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	36	3,600

LANDSCAPING

15 36" Box Tree	800	EA	16	12,800
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	420	3,360
19 Irrigation Heads	100	LF	16	1,600
20 Tree Grates	1,000	EA	16	16,000
21 Crushed Granite Ground Cover	2	SF	-	-

STREET FURNITURE

22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	7	42,000
24 Conduit & Wiring for Lights	2,000	BLK	1	2,000
25 Planter Seat Wall	90	LF	-	-
26 8' Bench	2,000	EA	-	-
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	3	600
29 Trash Bin	600	EA	3	1,800
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	-	-
32 4 Post Gateway	40,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-
35 Podium	15,000	EA	-	-

PUBLIC ART

2% of above costs 3,403

MANAGEMENT COSTS

36 Traffic Control	500	per day	10	5,000
37 Mobilization	3%	of all above costs		5,357

A HARDCOST SUBTOTAL ABOVE**183,920****B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A)****55,176****C CONTINGENCY (20% of Lines A + B)****47,819****T TOTAL PROJECT COSTS (Lines A + B + C)****286,916**

International Blvd: 33rd Ave to 35th Ave - southside @ plaza			Linear Feet:	587
STREETS & SIDEWALKS	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	380	1,900
2 Demolition / Clear & Grub	0.55	SF	10,742	5,908
3 Off Hauling Demolition Material	50	CY	199	9,950
4 Existing Asphalt Grinding	1	SF	-	-
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	-	-
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	10,560	15,840
7 6" Concrete Curb & Gutter	20	LF	380	7,600
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete / Paver Pedestrian Surface	6	SF	9,800	58,800
9a East 12th Street Circular Paving	-	LS	-	-
10 Concrete ADA Curb Ramp	2,000	EA	7	14,000
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	-	-
12 Traffic Signalization	75,000	per Intersection	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	2	40,000
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	72	7,200
LANDSCAPING				
15 36" Box Tree	800	EA	21	16,800
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	607	4,856
19 Irrigation Heads	100	LF	21	2,100
20 Tree Grates	1,000	EA	21	21,000
21 Crushed Granite Ground Cover	2	SF	-	-
STREET FURNITURE				
22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	9	54,000
24 Conduit & Wiring for Lights	2,000	BLK	2	4,000
25 Planter Seat Wall	90	LF	-	-
26 8' Bench	2,000	EA	-	-
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	5	1,000
29 Trash Bin	600	EA	6	3,600
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	3	60,000
32 4 Post Gateway	40,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-
35 Podium	15,000	EA	-	-
PUBLIC ART		2%	of above costs	6,571
MANAGEMENT COSTS				
36 Traffic Control	500	per day	10	5,000
37 Mobilization	3%	of all above costs		10,204
A HARDCOST SUBTOTAL ABOVE				350,329
B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A)				105,099
C CONTINGENCY (20% of Lines A + B)				91,086
T TOTAL PROJECT COSTS (Lines A + B + C)				546,513

Note: includes sidewalk and bulbout at plaza only - does not include markers, which are in the Plaza estimate

International Blvd: 35th Ave to 36th Ave - southside**Linear Feet: 275****STREETS & SIDEWALKS**

	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	148	740
2 Demolition / Clear & Grub	0.55	SF	4,713	2,592
3 Off Hauling Demolition Material	50	CY	88	4,400
4 Existing Asphalt Grinding	1	SF	-	-
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	-	-
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	4,584	6,876
7 6" Concrete Curb & Gutter	20	LF	148	2,960
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete / Paver Pedestrian Surface	6	SF	4,288	25,728
9a East 12th Street Circular Paving	-	LS	-	-
10 Concrete ADA Curb Ramp	2,000	EA	4	8,000
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	-	-
12 Traffic Signalization	75,000	per Intersection	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	1	20,000
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	36	3,600

LANDSCAPING

15 36" Box Tree	800	EA	12	9,600
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	295	2,360
19 Irrigation Heads	100	LF	12	1,200
20 Tree Grates	1,000	EA	12	12,000
21 Crushed Granite Ground Cover	2	SF	-	-

STREET FURNITURE

22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	6	36,000
24 Conduit & Wiring for Lights	2,000	BLK	1	2,000
25 Planter Seat Wall	90	LF	-	-
26 8' Bench	2,000	EA	-	-
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	3	600
29 Trash Bin	600	EA	3	1,800
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	1	20,000
32 4 Post Gateway	40,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-
35 Podium	15,000	EA	-	-

PUBLIC ART

2% of above costs 3,209

MANAGEMENT COSTS

36 Traffic Control	500	per day	10	5,000
37 Mobilization	3%	of all above costs		5,060

A HARDCOST SUBTOTAL ABOVE**173,725****B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A)****52,118****C CONTINGENCY (20% of Lines A + B)****45,169****T TOTAL PROJECT COSTS (Lines A + B + C)****271,011**

International Blvd: 36th Ave to 37th Ave - southside**Linear Feet: 296****STREETS & SIDEWALKS**

	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	152	760
2 Demolition / Clear & Grub	0.55	SF	4,961	2,729
3 Off Hauling Demolition Material	50	CY	92	4,600
4 Existing Asphalt Grinding	1	SF	-	-
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	-	-
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	4,832	7,248
7 6" Concrete Curb & Gutter	20	LF	152	3,040
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete / Paver Pedestrian Surface	6	SF	4,528	27,168
9a East 12th Street Circular Paving	-	LS	-	-
10 Concrete ADA Curb Ramp	2,000	EA	4	8,000
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	-	-
12 Traffic Signalization	75,000	per Intersection	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	1	20,000
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	36	3,600

LANDSCAPING

15 36" Box Tree	800	EA	12	9,600
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	316	2,528
19 Irrigation Heads	100	LF	12	1,200
20 Tree Grates	1,000	EA	12	12,000
21 Crushed Granite Ground Cover	2	SF	-	-

STREET FURNITURE

22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	6	36,000
24 Conduit & Wiring for Lights	2,000	BLK	1	2,000
25 Planter Seat Wall	90	LF	-	-
26 8' Bench	2,000	EA	-	-
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	3	600
29 Trash Bin	600	EA	3	1,800
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	1	20,000
32 4 Post Gateway	40,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-
35 Podium	15,000	EA	-	-

PUBLIC ART

2% of above costs 3,257

MANAGEMENT COSTS

36 Traffic Control	500	per day	10	5,000
37 Mobilization	3%	of all above costs		5,134

A HARDCOST SUBTOTAL ABOVE**176,264****B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A)****52,879****C CONTINGENCY (20% of Lines A + B)****45,829****T TOTAL PROJECT COSTS (Lines A + B + C)****274,972**

International Blvd: 37th Ave to 38th Ave - southside**Linear Feet: 288****STREETS & SIDEWALKS**

	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	154	770
2 Demolition / Clear & Grub	0.55	SF	4,888	2,688
3 Off Hauling Demolition Material	50	CY	91	4,550
4 Existing Asphalt Grinding	1	SF	-	-
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	-	-
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	4,606	6,909
7 6" Concrete Curb & Gutter	20	LF	154	3,080
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete / Paver Pedestrian Surface	6	SF	4,298	25,788
9a East 12th Street Circular Paving	-	LS	-	-
10 Concrete ADA Curb Ramp	2,000	EA	4	8,000
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	-	-
12 Traffic Signalization	75,000	per Intersection	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	1	20,000
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	36	3,600

LANDSCAPING

15 36" Box Tree	800	EA	12	9,600
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	308	2,464
19 Irrigation Heads	100	LF	12	1,200
20 Tree Grates	1,000	EA	12	12,000
21 Crushed Granite Ground Cover	2	SF	-	-

STREET FURNITURE

22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	6	36,000
24 Conduit & Wiring for Lights	2,000	BLK	1	2,000
25 Planter Seat Wall	90	LF	-	-
26 8' Bench	2,000	EA	-	-
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	3	600
29 Trash Bin	600	EA	3	1,800
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	1	20,000
32 4 Post Gateway	40,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-
35 Podium	15,000	EA	-	-

PUBLIC ART

2% of above costs 3,221

MANAGEMENT COSTS

36 Traffic Control	500	per day	10	5,000
37 Mobilization	3%	of all above costs		5,078

A HARDCOST SUBTOTAL ABOVE**174,348****B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A)****52,305****C CONTINGENCY (20% of Lines A + B)****45,331****T TOTAL PROJECT COSTS (Lines A + B + C)****271,984**

FRUITVALE AVENUE - INTERNATIONAL BOULEVARD DESIGN STUDY COST ESTIMATES (20 Mar 2000)

International Blvd: 38th Ave to 39th Ave - southside (bus)

Linear Feet: 290

STREETS & SIDEWALKS

	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	215	1,075
2 Demolition / Clear & Grub	0.55	SF	5,441	2,993
3 Off Hauling Demolition Material	50	CY	101	5,050
4 Existing Asphalt Grinding	1	SF	-	-
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	-	-
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	5,312	7,968
7 6" Concrete Curb & Gutter	20	LF	215	4,300
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete / Paver Pedestrian Surface	6	SF	4,882	29,292
9a East 12th Street Circular Paving	-	LS	-	-
10 Concrete ADA Curb Ramp	2,000	EA	4	8,000
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	-	-
12 Traffic Signalization	75,000	per Intersection	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	1	20,000
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	36	3,600

LANDSCAPING

15 36" Box Tree	800	EA	12	9,600
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	310	2,480
19 Irrigation Heads	100	LF	12	1,200
20 Tree Grates	1,000	EA	12	12,000
21 Crushed Granite Ground Cover	2	SF	-	-

STREET FURNITURE

22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	6	36,000
24 Conduit & Wiring for Lights	2,000	BLK	1	2,000
25 Planter Seat Wall	90	LF	-	-
26 8' Bench	2,000	EA	-	-
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	3	600
29 Trash Bin	600	EA	3	1,800
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	2	40,000
32 4 Post Gateway	40,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-
35 Podium	15,000	EA	-	-

PUBLIC ART

2% of above costs 3,759

MANAGEMENT COSTS

36 Traffic Control	500	per day	10	5,000
37 Mobilization	3%	of all above costs		5,902

A HARDCOST SUBTOTAL ABOVE 202,618

B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A) 60,785

C CONTINGENCY (20% of Lines A + B) 52,681

T TOTAL PROJECT COSTS (Lines A + B + C) 316,084

International Blvd: 150' W of Fruitvale intersection - northside LF: ± 150

STREETS & SIDEWALKS

	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	79	395
2 Demolition / Clear & Grub	0.55	SF	2,767	1,522
3 Off Hauling Demolition Material	50	CY	46	2,300
4 Existing Asphalt Grinding	1	SF	-	-
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	-	-
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	2,603	3,905
7 6" Concrete Curb & Gutter	20	LF	79	1,580
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete / Paver Pedestrian Surface	6	SF	2,445	14,670
9a East 12th Street Circular Paving	-	LS	-	-
10 Concrete ADA Curb Ramp	2,000	EA	2	4,000
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	-	-
12 Traffic Signalization	75,000	per Intersection	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	1	20,000
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	36	3,600

LANDSCAPING

15 36" Box Tree	800	EA	6	4,800
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	180	1,440
19 Irrigation Heads	100	LF	6	600
20 Tree Grates	1,000	EA	6	6,000
21 Crushed Granite Ground Cover	2	SF	-	-

STREET FURNITURE

22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	2	12,000
24 Conduit & Wiring for Lights	2,000	BLK	1	2,000
25 Planter Seat Wall	90	LF	-	-
26 8' Bench	2,000	EA	-	-
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	1	200
29 Trash Bin	600	EA	1	600
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	-	-
32 4 Post Gateway	40,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-
35 Podium	15,000	EA	-	-

PUBLIC ART

2% of above costs 1,592

MANAGEMENT COSTS

36 Traffic Control	500	per day	10	5,000
37 Mobilization	3%	of all above costs		2,586

A HARDCOST SUBTOTAL ABOVE 88,790

B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A) 26,637

C CONTINGENCY (20% of Lines A + B) 23,085

T TOTAL PROJECT COSTS (Lines A + B + C) 138,512

International Blvd: Fruitvale Ave to 34th Ave - northside

Linear Feet: 641

STREETS & SIDEWALKS

	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	258	1,290
2 Demolition / Clear & Grub	0.55	SF	10,572	5,815
3 Off Hauling Demolition Material	50	CY	196	9,800
4 Existing Asphalt Grinding	1	SF	-	-
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	-	-
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	10,206	15,309
7 6" Concrete Curb & Gutter	20	LF	258	5,160
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete / Paver Pedestrian Surface	6	SF	9,690	58,140
9a East 12th Street Circular Paving	-	LS	-	-
10 Concrete ADA Curb Ramp	2,000	EA	5	10,000
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	-	-
12 Traffic Signalization	75,000	per Intersection	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	2	40,000
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	72	7,200

LANDSCAPING

15 36" Box Tree	800	EA	25	20,000
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	661	5,288
19 Irrigation Heads	100	LF	25	2,500
20 Tree Grates	1,000	EA	25	25,000
21 Crushed Granite Ground Cover	2	SF	-	-

STREET FURNITURE

22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	10	60,000
24 Conduit & Wiring for Lights	2,000	BLK	2	4,000
25 Planter Seat Wall	90	LF	-	-
26 8' Bench	2,000	EA	-	-
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	6	1,200
29 Trash Bin	600	EA	6	3,600
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	3	60,000
32 4 Post Gateway	40,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	1	15,000
35 Podium	15,000	EA	-	-

PUBLIC ART

2% of above costs 6,986

MANAGEMENT COSTS

36 Traffic Control	500	per day	10	5,000
37 Mobilization	3%	of all above costs		10,839

A HARD COST SUBTOTAL ABOVE 372,126

B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A) 111,638

C CONTINGENCY (20% of Lines A + B) 96,753

T TOTAL PROJECT COSTS (Lines A + B + C) 580,517

International Blvd: 34th Ave to 35th Ave - northside (plaza)

Linear Feet: 307

STREETS & SIDEWALKS

	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	413	2,065
2 Demolition / Clear & Grub	0.55	SF	6,526	3,589
3 Off Hauling Demolition Material	50	CY	121	6,050
4 Existing Asphalt Grinding	1	SF	-	-
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	-	-
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	6,757	10,136
7 6" Concrete Curb & Gutter	20	LF	413	8,260
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete / Paver Pedestrian Surface	6	SF	5,931	35,586
9a East 12th Street Circular Paving	-	LS	-	-
10 Concrete ADA Curb Ramp	2,000	EA	7	14,000
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	-	-
12 Traffic Signalization	75,000	per Intersection	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	1	20,000
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	36	3,600

LANDSCAPING

15 36" Box Tree	800	EA	13	10,400
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	367	2,936
19 Irrigation Heads	100	LF	13	1,300
20 Tree Grates	1,000	EA	13	13,000
21 Crushed Granite Ground Cover	2	SF	-	-

STREET FURNITURE

22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	7	42,000
24 Conduit & Wiring for Lights	2,000	BLK	1	2,000
25 Planter Seat Wall	90	LF	-	-
26 8' Bench	2,000	EA	-	-
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	3	600
29 Trash Bin	600	EA	4	2,400
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	2	40,000
32 4 Post Gateway	40,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-
35 Podium	15,000	EA	-	-

PUBLIC ART

2% of above costs 4,358

MANAGEMENT COSTS

36 Traffic Control	500	per day	10	5,000
37 Mobilization	3%	of all above costs		6,818

A HARDCOST SUBTOTAL ABOVE 234,099

B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A) 70,230

C CONTINGENCY (20% of Lines A + B) 60,866

T TOTAL PROJECT COSTS (Lines A + B + C) 365,194

Note: includes new traffic island at 35th Avenue

FRUITVALE AVENUE - INTERNATIONAL BOULEVARD DESIGN STUDY COST ESTIMATES

(20 Mar 2000)

International Blvd: 35th Ave to 36th Ave - northside (bus)
Linear Feet: 253
STREETS & SIDEWALKS

	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	175	875
2 Demolition / Clear & Grub	0.55	SF	4,862	2,674
3 Off Hauling Demolition Material	50	CY	90	4,500
4 Existing Asphalt Grinding	1	SF	-	-
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	-	-
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	4,485	6,728
7 6" Concrete Curb & Gutter	20	LF	175	3,500
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete / Paver Pedestrian Surface	6	SF	4,135	24,810
9a East 12th Street Circular Paving	-	LS	-	-
10 Concrete ADA Curb Ramp	2,000	EA	4	8,000
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	-	-
12 Traffic Signalization	75,000	per Intersection	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	1	20,000
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	36	3,600

LANDSCAPING

15 36" Box Tree	800	EA	11	8,800
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	273	2,184
19 Irrigation Heads	100	LF	11	1,100
20 Tree Grates	1,000	EA	11	11,000
21 Crushed Granite Ground Cover	2	SF	-	-

STREET FURNITURE

22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	6	36,000
24 Conduit & Wiring for Lights	2,000	BLK	1	2,000
25 Planter Seat Wall	90	LF	-	-
26 8' Bench	2,000	EA	-	-
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	3	600
29 Trash Bin	600	EA	3	1,800
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	2	40,000
32 4 Post Gateway	40,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-
35 Podium	15,000	EA	-	-

PUBLIC ART

2% of above costs 3,563

MANAGEMENT COSTS

36 Traffic Control	500	per day	10	5,000
37 Mobilization	3%	of all above costs		5,602

A HARDCOST SUBTOTAL ABOVE 192,336
B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A) 57,701
C CONTINGENCY (20% of Lines A + B) 50,007
T TOTAL PROJECT COSTS (Lines A + B + C) 300,044

International Blvd: 36th Ave to 37th Ave - northside

Linear Feet: 376

STREETS & SIDEWALKS

	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	154	770
2 Demolition / Clear & Grub	0.55	SF	6,112	3,362
3 Off Hauling Demolition Material	50	CY	114	5,700
4 Existing Asphalt Grinding	1	SF	-	-
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	-	-
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	5,919	8,879
7 6" Concrete Curb & Gutter	20	LF	154	3,080
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete / Paver Pedestrian Surface	6	SF	5,611	33,666
9a East 12th Street Circular Paving	-	LS	-	-
10 Concrete ADA Curb Ramp	2,000	EA	4	8,000
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	-	-
12 Traffic Signalization	75,000	per Intersection	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	1	20,000
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	36	3,600

LANDSCAPING

15 36" Box Tree	800	EA	16	12,800
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	396	3,168
19 Irrigation Heads	100	LF	16	1,600
20 Tree Grates	1,000	EA	16	16,000
21 Crushed Granite Ground Cover	2	SF	-	-

STREET FURNITURE

22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	8	48,000
24 Conduit & Wiring for Lights	2,000	BLK	1	2,000
25 Planter Seat Wall	90	LF	-	-
26 8' Bench	2,000	EA	-	-
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	4	800
29 Trash Bin	600	EA	4	2,400
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	1	20,000
32 4 Post Gateway	40,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-
35 Podium	15,000	EA	-	-

PUBLIC ART

2% of above costs 3,876

MANAGEMENT COSTS

36 Traffic Control	500	per day	10	5,000
37 Mobilization	3%	of all above costs		6,081

A HARDCOST SUBTOTAL ABOVE 208,782

B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A) 62,634

C CONTINGENCY (20% of Lines A + B) 54,283

T TOTAL PROJECT COSTS (Lines A + B + C) 325,699

International Blvd: 37th Ave to 38th Ave - northside
Linear Feet: 286
STREETS & SIDEWALKS

	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	152	760
2 Demolition / Clear & Grub	0.55	SF	4,821	2,652
3 Off Hauling Demolition Material	50	CY	90	4,500
4 Existing Asphalt Grinding	1	SF	-	-
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	-	-
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	4,692	7,038
7 6" Concrete Curb & Gutter	20	LF	152	3,040
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete / Paver Pedestrian Surface	6	SF	4,388	26,328
9a East 12th Street Circular Paving	-	LS	-	-
10 Concrete ADA Curb Ramp	2,000	EA	4	8,000
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	-	-
12 Traffic Signalization	75,000	per Intersection	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	1	20,000
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	36	3,600

LANDSCAPING

15 36" Box Tree	800	EA	12	9,600
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	306	2,448
19 Irrigation Heads	100	LF	12	1,200
20 Tree Grates	1,000	EA	12	12,000
21 Crushed Granite Ground Cover	2	SF	-	-

STREET FURNITURE

22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	6	36,000
24 Conduit & Wiring for Lights	2,000	BLK	1	2,000
25 Planter Seat Wall	90	LF	-	-
26 8' Bench	2,000	EA	-	-
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	3	600
29 Trash Bin	600	EA	3	1,800
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	1	20,000
32 4 Post Gateway	40,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-
35 Podium	15,000	EA	-	-

PUBLIC ART

2% of above costs 3,231

MANAGEMENT COSTS

36 Traffic Control	500	per day	10	5,000
37 Mobilization	3%	of all above costs		5,094

A HARDCOST SUBTOTAL ABOVE 174,891
B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A) 52,467
C CONTINGENCY (20% of Lines A + B) 45,472
T TOTAL PROJECT COSTS (Lines A + B + C) 272,830

FRUITVALE AVENUE - INTERNATIONAL BOULEVARD DESIGN STUDY COST ESTIMATES (20 Mar 2000)

International Blvd: 38th Ave to 39th Ave - northside (bus)

Linear Feet: 312

STREETS & SIDEWALKS

	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	216	1,080
2 Demolition / Clear & Grub	0.55	SF	5,642	3,103
3 Off Hauling Demolition Material	50	CY	105	5,250
4 Existing Asphalt Grinding	1	SF	-	-
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	-	-
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	5,514	8,271
7 6" Concrete Curb & Gutter	20	LF	216	4,320
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete / Paver Pedestrian Surface	6	SF	5,082	30,492
9a East 12th Street Circular Paving	-	LS	-	-
10 Concrete ADA Curb Ramp	2,000	EA	4	8,000
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	-	-
12 Traffic Signalization	75,000	per Intersection	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	1	20,000
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	36	3,600

LANDSCAPING

15 36" Box Tree	800	EA	13	10,400
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	332	2,656
19 Irrigation Heads	100	LF	13	1,300
20 Tree Grates	1,000	EA	13	13,000
21 Crushed Granite Ground Cover	2	SF	-	-

STREET FURNITURE

22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	6	36,000
24 Conduit & Wiring for Lights	2,000	BLK	1	2,000
25 Planter Seat Wall	90	LF	-	-
26 8' Bench	2,000	EA	-	-
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	3	600
29 Trash Bin	600	EA	3	1,800
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	2	40,000
32 4 Post Gateway	40,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-
35 Podium	15,000	EA	-	-

PUBLIC ART

2% of above costs 3,837

MANAGEMENT COSTS

36 Traffic Control	500	per day	10	5,000
37 Mobilization	3%	of all above costs		6,021

A HARDCOST SUBTOTAL ABOVE 206,731

B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A) 62,019

C CONTINGENCY (20% of Lines A + B) 53,750

T TOTAL PROJECT COSTS (Lines A + B + C) 322,500

FRUITVALE AVENUE - INTERNATIONAL BOULEVARD DESIGN STUDY COST ESTIMATES (20 Mar 2000)

International Blvd: 150 W of Fruitvale Ave to inters'n - median

LF: 150

STREETS & SIDEWALKS

	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	336	1,680
2 Demolition / Clear & Grub	0.55	SF	2,340	1,287
3 Off Hauling Demolition Material	50	CY	43	2,167
4 Existing Asphalt Grinding	1	SF	-	-
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	-	-
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	2,183	3,275
7 6" Concrete Curb & Gutter	20	LF	336	6,720
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete / Paver Pedestrian Surface	6	SF	1,511	9,066
10 Concrete ADA Curb Ramp	2,000	EA	2	4,000
10a Public Safety Barriers	-	LS	-	20,000
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	1	10,000
12 Traffic Signalization	75,000	per intersection	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	-	-
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	-	-

LANDSCAPING

15 36" Box Tree	800	EA	9	7,200
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	190	1,520
19 Irrigation Heads	100	LF	9	900
20 Tree Grates	1,000	EA	9	9,000
21 Crushed Granite Ground Cover	2	SF	-	-

STREET FURNITURE

22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	4	24,000
24 Conduit & Wiring for Lights	2,000	BLK	1	2,000
25 Planter Seat Wall	90	LF	-	-
26 8' Bench	2,000	EA	-	-
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	-	-
29 Trash Bin	600	EA	1	600
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	1	20,000
32 4 Post Gateway	40,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-
35 Podium	15,000	EA	-	-

PUBLIC ART

2% of above costs 2,468

MANAGEMENT COSTS

36 Traffic Control	500	per day	20	10,000
37 Mobilization	3%	of all above costs		4,076

A HARDCOST SUBTOTAL ABOVE 139,959

B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A) 41,988

C CONTINGENCY (20% of Lines A + B) 36,389

T TOTAL PROJECT COSTS (Lines A + B + C) 218,336

International Blvd: Fruitvale Ave to 33rd Ave - median

Linear Feet: 390

STREETS & SIDEWALKS

	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	816	4,080
2 Demolition / Clear & Grub	0.55	SF	5,940	3,267
3 Off Hauling Demolition Material	50	CY	110	5,500
4 Existing Asphalt Grinding	1	SF	-	-
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	-	-
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	5,511	8,267
7 6" Concrete Curb & Gutter	20	LF	816	16,320
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete / Paver Pedestrian Surface	6	SF	3,879	23,274
10 Concrete ADA Curb Ramp	2,000	EA	3	6,000
10a Public Safety Barriers	-	LS		

International Blvd: 33rd Ave - 34th Avenue - median

Linear Feet: 195

STREETS & SIDEWALKS

	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	426	2,130
2 Demolition / Clear & Grub	0.55	SF	3,015	1,658
3 Off Hauling Demolition Material	50	CY	56	2,800
4 Existing Asphalt Grinding	1	SF	-	-
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	-	-
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	2,794	4,191
7 6" Concrete Curb & Gutter	20	LF	426	8,520
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete / Paver Pedestrian Surface	6	SF	1,942	11,652
10 Concrete ADA Curb Ramp	2,000	EA	2	4,000
10a Public Safety Barriers	-	LS	-	20,000
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	1	10,000
12 Traffic Signalization	75,000	per intersection	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	-	-
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	-	-

LANDSCAPING

15 36" Box Tree	800	EA	12	9,600
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	331	2,648
19 Irrigation Heads	100	LF	12	1,200
20 Tree Grates	1,000	EA	12	12,000
21 Crushed Granite Ground Cover	2	SF	-	-

STREET FURNITURE

22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	4	24,000
24 Conduit & Wiring for Lights	2,000	BLK	1	2,000
25 Planter Seat Wall	90	LF	-	-
26 8' Bench	2,000	EA	6	12,000
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	-	-
29 Trash Bin	600	EA	4	2,400
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	1	20,000
32 4 Post Gateway	40,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-
35 Podium	15,000	EA	-	-

PUBLIC ART

2% of above costs 3,016

MANAGEMENT COSTS

36 Traffic Control	500	per day	20	10,000
37 Mobilization	3%	of all above costs		4,914

A HARDCOST SUBTOTAL ABOVE 168,730

B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A) 50,619

C CONTINGENCY (20% of Lines A + B) 43,870

T TOTAL PROJECT COSTS (Lines A + B + C) 263,218

International Blvd: 34th Ave - 35th Ave - median @ plaza

Linear Feet: 355

STREETS & SIDEWALKS

	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	746	3,730
2 Demolition / Clear & Grub	0.55	SF	5,115	2,813
3 Off Hauling Demolition Material	50	CY	95	4,750
4 Existing Asphalt Grinding	1	SF	-	-
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	-	-
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	5,050	7,575
7 6" Concrete Curb & Gutter	20	LF	746	14,920
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete / Paver Pedestrian Surface	6	SF	3,558	21,348
10 Concrete ADA Curb Ramp	2,000	EA	6	12,000
10a Public Safety Barriers	-	LS	-	40,000
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	1	10,000
12 Traffic Signalization	75,000	per intersection	1	75,000
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	-	-
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	-	-

LANDSCAPING

15 36" Box Tree	800	EA	21	16,800
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	563	4,504
19 Irrigation Heads	100	LF	21	2,100
20 Tree Grates	1,000	EA	21	21,000
21 Crushed Granite Ground Cover	2	SF	-	-

STREET FURNITURE

22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	9	54,000
24 Conduit & Wiring for Lights	2,000	BLK	1	2,000
25 Planter Seat Wall	90	LF	-	-
26 8' Bench	2,000	EA	10	20,000
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	-	-
29 Trash Bin	600	EA	6	3,600
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	-	-
32 4 Post Gateway	40,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-
35 Podium	15,000	EA	-	-

PUBLIC ART

2% of above costs 6,323

MANAGEMENT COSTS

36 Traffic Control	500	per day	20	10,000
37 Mobilization	3%	of all above costs		9,974

A HARDCOST SUBTOTAL ABOVE 342,437

B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A) 102,731

C CONTINGENCY (20% of Lines A + B) 89,034

T TOTAL PROJECT COSTS (Lines A + B + C) 534,202

International Blvd: 35th Ave to 36th Ave - median

Linear Feet: ± 250

STREETS & SIDEWALKS

	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	586	2,930
2 Demolition / Clear & Grub	0.55	SF	3,840	2,112
3 Off Hauling Demolition Material	50	CY	71	3,550
4 Existing Asphalt Grinding	1	SF	-	-
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	-	-
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	3,703	5,555
7 6" Concrete Curb & Gutter	20	LF	586	11,720
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete / Paver Pedestrian Surface	6	SF	2,531	15,186
10 Concrete ADA Curb Ramp	2,000	EA	2	4,000
10a Public Safety Barriers	-	LS	-	20,000
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	1	10,000
12 Traffic Signalization	75,000	per inters'n	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	-	-
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	-	-

LANDSCAPING

15 36" Box Tree	800	EA	13	10,400
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	394	3,152
19 Irrigation Heads	100	LF	13	1,300
20 Tree Grates	1,000	EA	13	13,000
21 Crushed Granite Ground Cover	2	SF	-	-

STREET FURNITURE

22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	5	30,000
24 Conduit & Wiring for Lights	2,000	BLK	1	2,000
25 Planter Seat Wall	90	LF	-	-
26 8' Bench	2,000	EA	8	16,000
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	-	-
29 Trash Bin	600	EA	3	1,800
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	1	20,000
32 4 Post Gateway	40,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-
35 Podium	15,000	EA	-	-

PUBLIC ART

2% of above costs 3,454

MANAGEMENT COSTS

36 Traffic Control	500	per day	20	10,000
37 Mobilization	3%	of all above costs		5,585

A HARDCOST SUBTOTAL ABOVE 191,743

B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A) 57,523

C CONTINGENCY (20% of Lines A + B) 49,853

T TOTAL PROJECT COSTS (Lines A + B + C) 299,120

Note: cost of the traffic signalization included in the 34th - 35th Ave median estimate

International Blvd: 36th Ave to 37th Ave - median Linear Feet: ± 376

STREETS & SIDEWALKS	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	788	3,940
2 Demolition / Clear & Grub	0.55	SF	5,730	3,152
3 Off Hauling Demolition Material	50	CY	106	5,300
4 Existing Asphalt Grinding	1	SF	-	-
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	-	-
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	5,365	8,048
7 6" Concrete Curb & Gutter	20	LF	788	15,760
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete / Paver Pedestrian Surface	6	SF	3,789	22,734
10 Concrete ADA Curb Ramp	2,000	EA	4	8,000
10a Public Safety Barriers	-	LS	-	20,000
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	1	10,000
12 Traffic Signalization	75,000	per inters'n	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	-	-
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	-	-

LANDSCAPING				
15 36" Box Tree	800	EA	21	16,800
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	584	4,672
19 Irrigation Heads	100	LF	21	2,100
20 Tree Grates	1,000	EA	21	21,000
21 Crushed Granite Ground Cover	2	SF	-	-

STREET FURNITURE				
22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	10	60,000
24 Conduit & Wiring for Lights	2,000	BLK	1	2,000
25 Planter Seat Wall	90	LF	-	-
26 8' Bench	2,000	EA	14	28,000
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	-	-
29 Trash Bin	600	EA	4	2,400
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	-	-
32 4 Post Gateway	40,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-
35 Podium	15,000	EA	-	-

PUBLIC ART	2%	of above costs		4,678
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MANAGEMENT COSTS				
36 Traffic Control	500	per day	20	10,000
37 Mobilization	3%	of all above costs		7,457

A HARDCOST SUBTOTAL ABOVE	256,041
B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A)	76,812
C CONTINGENCY (20% of Lines A + B)	66,571
T TOTAL PROJECT COSTS (Lines A + B + C)	399,423

International Blvd: 37th Ave to 38th Ave - median Linear Feet: ± 286

STREETS & SIDEWALKS	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	608	3,040
2 Demolition / Clear & Grub	0.55	SF	4,380	2,409
3 Off Hauling Demolition Material	50	CY	81	4,050
4 Existing Asphalt Grinding	1	SF	-	-
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	-	-
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	4,079	6,119
7 6" Concrete Curb & Gutter	20	LF	608	12,160
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete / Paver Pedestrian Surface	6	SF	2,863	17,178
10 Concrete ADA Curb Ramp	2,000	EA	4	8,000
10a Public Safety Barriers	-	LS	-	20,000
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	1	10,000
12 Traffic Signalization	75,000	per inters'n	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	-	-
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	-	-

LANDSCAPING				
15 36" Box Tree	800	EA	17	13,600
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	462	3,696
19 Irrigation Heads	100	LF	17	1,700
20 Tree Grates	1,000	EA	17	17,000
21 Crushed Granite Ground Cover	2	SF	-	-

STREET FURNITURE				
22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	6	36,000
24 Conduit & Wiring for Lights	2,000	BLK	1	2,000
25 Planter Seat Wall	90	LF	-	-
26 8' Bench	2,000	EA	10	20,000
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	-	-
29 Trash Bin	600	EA	4	2,400
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	1	20,000
32 4 Post Gateway	40,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-
35 Podium	15,000	EA	-	-

PUBLIC ART	2%	of above costs		3,987
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MANAGEMENT COSTS				
36 Traffic Control	500	per day	20	10,000
37 Mobilization	3%	of all above costs		6,400

A HARDCOST SUBTOTAL ABOVE	219,739
B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A)	65,922
C CONTINGENCY (20% of Lines A + B)	57,132
T TOTAL PROJECT COSTS (Lines A + B + C)	342,792

International Blvd: 38th Ave to 39th Ave - median **Linear Feet: ± 286**

STREETS & SIDEWALKS	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	608	3,040
2 Demolition / Clear & Grub	0.55	SF	4,380	2,409
3 Off Hauling Demolition Material	50	CY	81	4,050
4 Existing Asphalt Grinding	1	SF	-	-
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	-	-
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	4,079	6,119
7 6" Concrete Curb & Gutter	20	LF	608	12,160
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete / Paver Pedestrian Surface	6	SF	2,863	17,178
10 Concrete ADA Curb Ramp	2,000	EA	4	8,000
10a Public Safety Barriers	-	LS	-	20,000
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	1	10,000
12 Traffic Signalization	75,000	per inters'n	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	-	-
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	-	-
LANDSCAPING				
15 36" Box Tree	800	EA	17	13,600
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	462	3,696
19 Irrigation Heads	100	LF	17	1,700
20 Tree Grates	1,000	EA	17	17,000
21 Crushed Granite Ground Cover	2	SF	-	-
STREET FURNITURE				
22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	6	36,000
24 Conduit & Wiring for Lights	2,000	BLK	1	2,000
25 Planter Seat Wall	90	LF	-	-
26 8' Bench	2,000	EA	10	20,000
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	-	-
29 Trash Bin	600	EA	4	2,400
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	1	20,000
32 4 Post Gateway	40,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-
35 Podium	15,000	EA	-	-
PUBLIC ART	2%	of above costs		3,987
MANAGEMENT COSTS				
36 Traffic Control	500	per day	20	10,000
37 Mobilization	3%	of all above costs		6,400
A HARDCOST SUBTOTAL ABOVE			219,739	
B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A)			65,922	
C CONTINGENCY (20% of Lines A + B)			57,132	
T TOTAL PROJECT COSTS (Lines A + B + C)			342,792	

FRUITVALE AVENUE - INTERNATIONAL BOULEVARD DESIGN STUDY COST ESTIMATES (20 Mar 2000)

Fruitvale Avenue: Intern'l Blvd to E 12th St. - westside bikeway **LF: ± 405**

STREETS & SIDEWALKS	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	551	2,755
2 Demolition / Clear & Grub	0.55	SF	10,494	5,771
3 Off Hauling Demolition Material	50	CY	195	9,750
4 Existing Asphalt Grinding	1	SF	-	-
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	-	-
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	10,512	15,768
7 6" Concrete Curb & Gutter	20	LF	1,331	26,620
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete Pedestrian Surface	5	SF	7,850	39,250
10 Concrete ADA Curb Ramp	2,000	EA	9	18,000
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	2	20,000
12 Traffic Signalization	75,000	per Intersection	1	75,000
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	2	40,000
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	72	7,200

LANDSCAPING

15 36" Box Tree	800	EA	36	28,800
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	200	1,600
18 Irrigation Lines	8	LF	810	6,480
19 Irrigation Heads	100	LF	36	3,600
20 Tree Grates	1,000	EA	21	21,000
21 Crushed Granite / Mulch Ground Cover	2	SF	1,200	2,400

STREET FURNITURE

22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	16	96,000
24 Conduit & Wiring for Lights	2,000	BLK	2	4,000
25 Planter Seat Wall	90	LF	-	-
26 8' Bench	2,000	EA	8	16,000
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	6	1,200
29 Trash Bin	600	EA	6	3,600
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	2	40,000
32 4 Post Gateway	50,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	1	15,000
35 Podium	20,000	EA	-	-

PUBLIC ART

2% of above costs 9,996

MANAGEMENT COSTS

36 Traffic Control	500	per day	20	10,000
37 Mobilization	3%	of all above costs		15,594

A HARDCOST SUBTOTAL ABOVE **535,384**

B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A) **160,615**

C CONTINGENCY (20% of Lines A + B) **139,200**

T TOTAL PROJECT COSTS (Lines A + B + C) **835,199**

Fruitvale Avenue: Intern'l Blvd to E 12th St. - eastside

LF: ± 405

STREETS & SIDEWALKS	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	446	2,230
2 Demolition / Clear & Grub	0.55	SF	4,205	2,313
3 Off Hauling Demolition Material	50	CY	78	3,900
4 Existing Asphalt Grinding	1	SF	-	-
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	-	-
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	4,160	6,240
7 6" Concrete Curb & Gutter	20	LF	446	8,920
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete Pedestrian Surface	5	SF	3,268	16,340
10 Concrete ADA Curb Ramp	2,000	EA	3	6,000
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	-	-
12 Traffic Signalization	75,000	per Intersection	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	2	40,000
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	72	7,200
LANDSCAPING				
15 36" Box Tree	800	EA	18	14,400
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	405	3,240
19 Irrigation Heads	100	LF	18	1,800
20 Tree Grates	1,000	EA	18	18,000
21 Crushed Granite / Mulch Ground Cover	2	SF	-	-
STREET FURNITURE				
22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	9	54,000
24 Conduit & Wiring for Lights	2,000	BLK	1	2,000
25 Planter Seat Wall	90	LF	-	-
26 8' Bench	2,000	EA	-	-
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	3	600
29 Trash Bin	600	EA	4	2,400
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	1	20,000
32 4 Post Gateway	50,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-
35 Podium	20,000	EA	-	-
PUBLIC ART	2%	of above costs		4,192
MANAGEMENT COSTS				
36 Traffic Control	500	per day	20	10,000
37 Mobilization	3%	of all above costs		6,713
A HARDCOST SUBTOTAL ABOVE			230,488	
B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A)			69,146	
C CONTINGENCY (20% of Lines A + B)			59,927	
T TOTAL PROJECT COSTS (Lines A + B + C)			359,561	

33rd AVENUE: International Blvd - E 12th St - both sides Linear Feet: 250

STREETS & SIDEWALKS

	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	177	885
2 Demolition / Clear & Grub	0.55	SF	6,371	3,504
3 Off Hauling Demolition Material	50	CY	118	5,900
4 Existing Asphalt Grinding	1	SF	9,629	9,629
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	121	12,100
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	6,223	9,335
7 6" Concrete Curb & Gutter	20	LF	157	3,140
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete Pedestrian Surface	5	SF	5,869	29,345
10 Concrete ADA Curb Ramp	2,000	EA	2	4,000
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	-	-
12 Traffic Signalization	75,000	per Intersection	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	2	40,000
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	36	3,600

LANDSCAPING

15 36" Box Tree	800	EA	21	16,800
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	500	4,000
19 Irrigation Heads	100	LF	21	2,100
20 Tree Grates	1,000	EA	-	-
21 Crushed Granite Ground Cover	2	SF	336	672

STREET FURNITURE

22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	10	60,000
24 Conduit & Wiring for Lights	2,000	BLK	2	4,000
25 Planter Seat Wall	90	LF	-	-
26 6' Bench	2,000	EA	-	-
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	4	800
29 Trash Bin	600	EA	4	2,400
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	-	-
32 4 Post Gateway	50,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-
35 Podium	20,000	EA	-	-

PUBLIC ART

2% of above costs 4,244

MANAGEMENT COSTS

36 Traffic Control	500	per day	10	5,000
37 Mobilization	3%	of all above costs		6,644

A HARDCOST SUBTOTAL ABOVE 228,097

B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A) 68,429

C CONTINGENCY (20% of Lines A + B) 59,305

T TOTAL PROJECT COSTS (Lines A + B + C) 355,832

34th Avenue Plaza: International Blvd - Transit Village

Linear Feet: 225

STREETS & SIDEWALKS

	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	178	890
2 Demolition / Clear & Grub	0.55	SF	8,700	4,785
3 Off Hauling Demolition Material	50	CY	161	8,050
4 Existing Asphalt Grinding	1	SF	-	-
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	-	-
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	8,900	13,350
7 6" Concrete Curb & Gutter	20	LF	100	2,000
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete / Paver Pedestrian Surface	6	SF	8,700	52,200
9a East 12th Street Circular Paving	-	LS	-	153,000
10 Concrete ADA Curb Ramp	2,000	EA	-	-
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	-	-
12 Traffic Signalization	75,000	per Intersection	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	2	40,000
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	36	3,600

LANDSCAPING

15 36" Box Tree	800	EA	-	-
16 48" Box Tree	1,500	EA	13	19,500
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	320	2,560
19 Irrigation Heads	100	LF	13	1,300
20 Tree Grates	1,000	EA	13	13,000
21 Crushed Granite Ground Cover	2	SF	-	-

STREET FURNITURE

22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	12	72,000
24 Conduit & Wiring for Lights	2,000	BLK	2	4,000
25 Planter Seat Wall	90	LF	-	-
26 8' Bench	2,000	EA	10	20,000
27 8 Bike - Bent Pipe Bike Rack	500	EA	2	1,000
28 2 Bike - Bent Pipe Bike Rack	200	EA	-	-
29 Trash Bin	600	EA	10	6,000
30 Bollard	700	EA	30	21,000
31 Kiosk / Bus Shelter	20,000	EA	-	-
32 4 Post Gateway	40,000	EA	1	40,000
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	2	30,000
35 Podium	15,000	EA	1	15,000

PUBLIC ART

2% of above costs 10,465

MANAGEMENT COSTS

36 Traffic Control	500	per day	10	5,000
37 Mobilization	3%	of all above costs		16,161

A HARDCOST SUBTOTAL ABOVE 554,861

B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A) 166,458

C CONTINGENCY (20% of Lines A + B) 144,264

T TOTAL PROJECT COSTS (Lines A + B + C) 865,583

35th AVENUE: International Blvd - E 12th St - both sides

Linear Feet: ± 146

STREETS & SIDEWALKS

	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	-	-
2 Demolition / Clear & Grub	0.55	SF	2,190	1,205
3 Off Hauling Demolition Material	50	CY	41	2,050
4 Existing Asphalt Grinding	1	SF	5,986	5,986
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	75	7,500
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	1,838	2,757
7 6" Concrete Curb & Gutter	20	LF	-	-
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete Pedestrian Surface	5	SF	2,014	10,070
10 Concrete ADA Curb Ramp	2,000	EA	-	-
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	-	-
12 Traffic Signalization	75,000	per Intersection	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	-	-
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	-	-

LANDSCAPING

15 36" Box Tree	800	EA	11	8,800
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	292	2,336
19 Irrigation Heads	100	LF	11	1,100
20 Tree Grates	1,000	EA	11	11,000
21 Crushed Granite Ground Cover	2	SF	-	-

STREET FURNITURE

22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	6	36,000
24 Conduit & Wiring for Lights	2,000	BLK	2	4,000
25 Planter Seat Wall	90	LF	-	-
26 6' Bench	2,000	EA	-	-
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	4	800
29 Trash Bin	600	EA	2	1,200
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	-	-
32 4 Post Gateway	50,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-
35 Podium	20,000	EA	-	-

PUBLIC ART

2% of above costs 1,896

MANAGEMENT COSTS

36 Traffic Control	500	per day	10	5,000
37 Mobilization	3%	of all above costs		3,051

A HARDCOST SUBTOTAL ABOVE 104,751

B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A) 31,425

C CONTINGENCY (20% of Lines A + B) 27,235

T TOTAL PROJECT COSTS (Lines A + B + C) 163,411

FRUITVALE AVENUE - INTERNATIONAL BOULEVARD DESIGN STUDY COST ESTIMATES (20 Mar 2000)

36th AVENUE: International Blvd - E 12th St - both sides

Linear Feet: ± 220

STREETS & SIDEWALKS

	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	177	885
2 Demolition / Clear & Grub	0.55	SF	4,850	2,668
3 Off Hauling Demolition Material	50	CY	90	4,491
4 Existing Asphalt Grinding	1	SF	5,319	5,319
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	67	6,700
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	5,154	7,731
7 6" Concrete Curb & Gutter	20	LF	157	3,140
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete Pedestrian Surface	5	SF	4,512	22,560
10 Concrete ADA Curb Ramp	2,000	EA	-	-
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	-	-
12 Traffic Signalization	75,000	per Intersection	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	2	40,000
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	35	3,500

LANDSCAPING

15 36" Box Tree	800	EA	± 18	14,400
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	292	2,336
19 Irrigation Heads	100	LF	18	1,800
20 Tree Grates	1,000	EA	-	-
21 Crushed Granite Ground Cover	2	SF	288	576

STREET FURNITURE

22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	8	48,000
24 Conduit & Wiring for Lights	2,000	BLK	2	4,000
25 Planter Seat Wall	90	LF	-	-
26 6' Bench	2,000	EA	-	-
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	4	800
29 Trash Bin	600	EA	2	1,200
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	-	-
32 4 Post Gateway	50,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-
35 Podium	20,000	EA	-	-

PUBLIC ART

2% of above costs 3,402

MANAGEMENT COSTS

36 Traffic Control	500	per day	10	5,000
37 Mobilization	3%	of all above costs		5,355

A HARDCOST SUBTOTAL ABOVE 183,863

B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A) 55,159

C CONTINGENCY (20% of Lines A + B) 47,804

T TOTAL PROJECT COSTS (Lines A + B + C) 286,826

FRUITVALE AVENUE - INTERNATIONAL BOULEVARD DESIGN STUDY COST ESTIMATES (20 Mar 2000)

37th AVENUE: International Blvd - E 12th St - both sides

Linear Feet: ± 375

STREETS & SIDEWALKS

	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	177	885
2 Demolition / Clear & Grub	0.55	SF	9,295	5,112
3 Off Hauling Demolition Material	50	CY	172	8,606
4 Existing Asphalt Grinding	1	SF	11,705	11,705
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	147	14,700
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	9,088	13,632
7 6" Concrete Curb & Gutter	20	LF	157	3,140
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete Pedestrian Surface	5	SF	8,734	43,670
10 Concrete ADA Curb Ramp	2,000	EA	-	-
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	-	-
12 Traffic Signalization	75,000	per Intersection	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	2	40,000
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	36	3,600

LANDSCAPING

15 36" Box Tree	800	EA	± 32	25,600
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	750	6,000
19 Irrigation Heads	100	LF	32	3,200
20 Tree Grates	1,000	EA	-	-
21 Crushed Granite Ground Cover	2	SF	512	1,024

STREET FURNITURE

22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	16	96,000
24 Conduit & Wiring for Lights	2,000	BLK	2	4,000
25 Planter Seat Wall	90	LF	-	-
26 6' Bench	2,000	EA	-	-
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	6	1,200
29 Trash Bin	600	EA	4	2,400
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	-	-
32 4 Post Gateway	50,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-
35 Podium	20,000	EA	-	-

PUBLIC ART

2% of above costs 5,689

MANAGEMENT COSTS

36 Traffic Control	500	per day	10	5,000
37 Mobilization	3%	of all above costs		8,855

A HARDCOST SUBTOTAL ABOVE 304,019

B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A) 91,206

C CONTINGENCY (20% of Lines A + B) 79,045

T TOTAL PROJECT COSTS (Lines A + B + C) 474,270

38th AVENUE: International Blvd - E 12th St - both sides

Linear Feet: ± 415

STREETS & SIDEWALKS

	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	96	480
2 Demolition / Clear & Grub	0.55	SF	9,885	5,437
3 Off Hauling Demolition Material	50	CY	183	9,153
4 Existing Asphalt Grinding	1	SF	13,355	13,355
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	167	16,700
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	9,325	13,988
7 6" Concrete Curb & Gutter	20	LF	74	1,480
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete Pedestrian Surface	5	SF	9,177	45,885
10 Concrete ADA Curb Ramp	2,000	EA	-	-
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	-	-
12 Traffic Signalization	75,000	per Intersection	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	2	40,000
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	36	3,600

LANDSCAPING

15 36" Box Tree	800	EA	± 36	28,800
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	830	6,640
19 Irrigation Heads	100	LF	36	3,600
20 Tree Grates	1,000	EA	-	-
21 Crushed Granite Ground Cover	2	SF	576	1,152

STREET FURNITURE

22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	18	108,000
24 Conduit & Wiring for Lights	2,000	BLK	2	4,000
25 Planter Seat Wall	90	LF	-	-
26 6' Bench	2,000	EA	-	-
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	6	1,200
29 Trash Bin	600	EA	4	2,400
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	-	-
32 4 Post Gateway	50,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-
35 Podium	20,000	EA	-	-

PUBLIC ART

2% of above costs 6,117

MANAGEMENT COSTS

36 Traffic Control	500	per day	10	5,000
37 Mobilization	3%	of all above costs		9,510

A HARDCOST SUBTOTAL ABOVE

326,496

B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A)

97,949

C CONTINGENCY (20% of Lines A + B)

84,889

T TOTAL PROJECT COSTS (Lines A + B + C)

509,334

FRUITVALE AVENUE - INTERNATIONAL BOULEVARD DESIGN STUDY COST ESTIMATES (20 Mar 2000)

39th AVENUE: International Blvd - E 12th St - both sides

Linear Feet: ± 415

STREETS & SIDEWALKS

	Unit Cost	Unit	Quantity	Cost
1 Asphalt Cutting	5	LF	189	945
2 Demolition / Clear & Grub	0.55	SF	12,254	6,740
3 Off Hauling Demolition Material	50	CY	227	11,346
4 Existing Asphalt Grinding	1	SF	11,735	11,735
5 Asphalt Wearing Surface 2" thick	100	TON = 80 SF	147	14,700
6 8" Aggregate Base - under sidewalk / bulbs / plaza	1.50	SF	11,766	17,649
7 6" Concrete Curb & Gutter	20	LF	169	3,380
8 8" Concrete - Vehicle Surface	6	SF	-	-
9 3.5" Concrete Pedestrian Surface	5	SF	11,428	57,140
10 Concrete ADA Curb Ramp	2,000	EA	-	-
11 Traffic Striping & Signage (includes slurry seal)	10,000	BLK	-	-
12 Traffic Signalization	75,000	per Intersection	-	-
13 Drainage - Inlet Relocation at Bulbouts	20,000	per 1 Bulb ea Block	2	40,000
14 Drainage - Inlet Piping (Curb to Centerline of Street)	100	LF	36	3,600

LANDSCAPING

15 36" Box Tree	800	EA	± 36	28,800
16 48" Box Tree	1,500	EA	-	-
17 Shrub / Ground Cover	8	EA	-	-
18 Irrigation Lines	8	LF	830	6,640
19 Irrigation Heads	100	LF	36	3,600
20 Tree Grates	1,000	EA	-	-
21 Crushed Granite Ground Cover	2	SF	576	1,152

STREET FURNITURE

22 Light Post - Double Pedestrian Light	8,000	EA	-	-
23 Light Post - Single Pedestrian Light	6,000	EA	18	108,000
24 Conduit & Wiring for Lights	2,000	BLK	2	4,000
25 Planter Seat Wall	90	LF	-	-
26 6' Bench	2,000	EA	-	-
27 8 Bike - Bent Pipe Bike Rack	500	EA	-	-
28 2 Bike - Bent Pipe Bike Rack	200	EA	6	1,200
29 Trash Bin	600	EA	4	2,400
30 Bollard	700	EA	-	-
31 Kiosk / Bus Shelter	20,000	EA	-	-
32 4 Post Gateway	50,000	EA	-	-
33 2 Post Gateway	30,000	EA	-	-
34 Gateway Marker	15,000	EA	-	-

PUBLIC ART

2% of above costs 6,461

MANAGEMENT COSTS

36 Traffic Control	500	per day	10	5,000
37 Mobilization	3%	of all above costs		10,035

A HARDCOST SUBTOTAL ABOVE 344,522

B SOFT COSTS: Design, Eng'g, Contr'g, Permits (30% of line A) 103,357

C CONTINGENCY (20% of Lines A + B) 89,576

T TOTAL PROJECT COSTS (Lines A + B + C) 537,455

Note: the bulbout on the eastside of 39th Avenue at International Blvd has been included in this estimate, although the bulbout on the other side of International Blvd has not been included. 39th Avenue is offset at International Blvd and thus forms two T-intersections rather than a simple road crossing.

APPENDIX E:

Computerized Renderings



INTERNATIONAL BOULEVARD EXISTING CONDITIONS



PROPOSED INTERNATIONAL BOULEVARD DESIGN



34TH AVENUE EXISTING CONDITIONS



PROPOSED 34TH AVENUE PLAZA



FRUITVALE AVENUE EXISTING CONDITIONS

U.C. BERKELEY LIBRARIES



C104718809

